

# FLORIDA STATE ROAD DEPARTMENT



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## BIENNIAL REPORT 1965 - 1966

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### About the Cover. . .

The Florida State Road Department moved November 11, 1966, into a modern, five-story new office building. Named for former Governor Haydon Burns, the structure contains 254,000 square feet of space and was erected at a cost of \$3.5 million. The official address is 605 Suwannee Street.

Prepared by  
Division of Information and Research

Photographs by Wade Blake,  
Ben Balding and Angelo DiJoseph.  
Art Work by Warner Sanford.

# 26th Biennial Report

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1965-1966

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Florida State Road Department

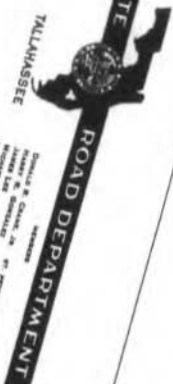
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CLAUDE KIRK, JR.  
Governor  
State of Florida

JAY W. BROWN  
CHAIRMAN



Honorable Claude Kirk, Jr.  
Governor of Florida  
The State Capitol  
Tallahassee, Florida 32304

Dear Governor Kirk:

In accordance with the provisions of the Florida Highway Code, I respectfully submit the Twenty-Sixth Biennial Report of the State Road Department for 1965 and 1966.

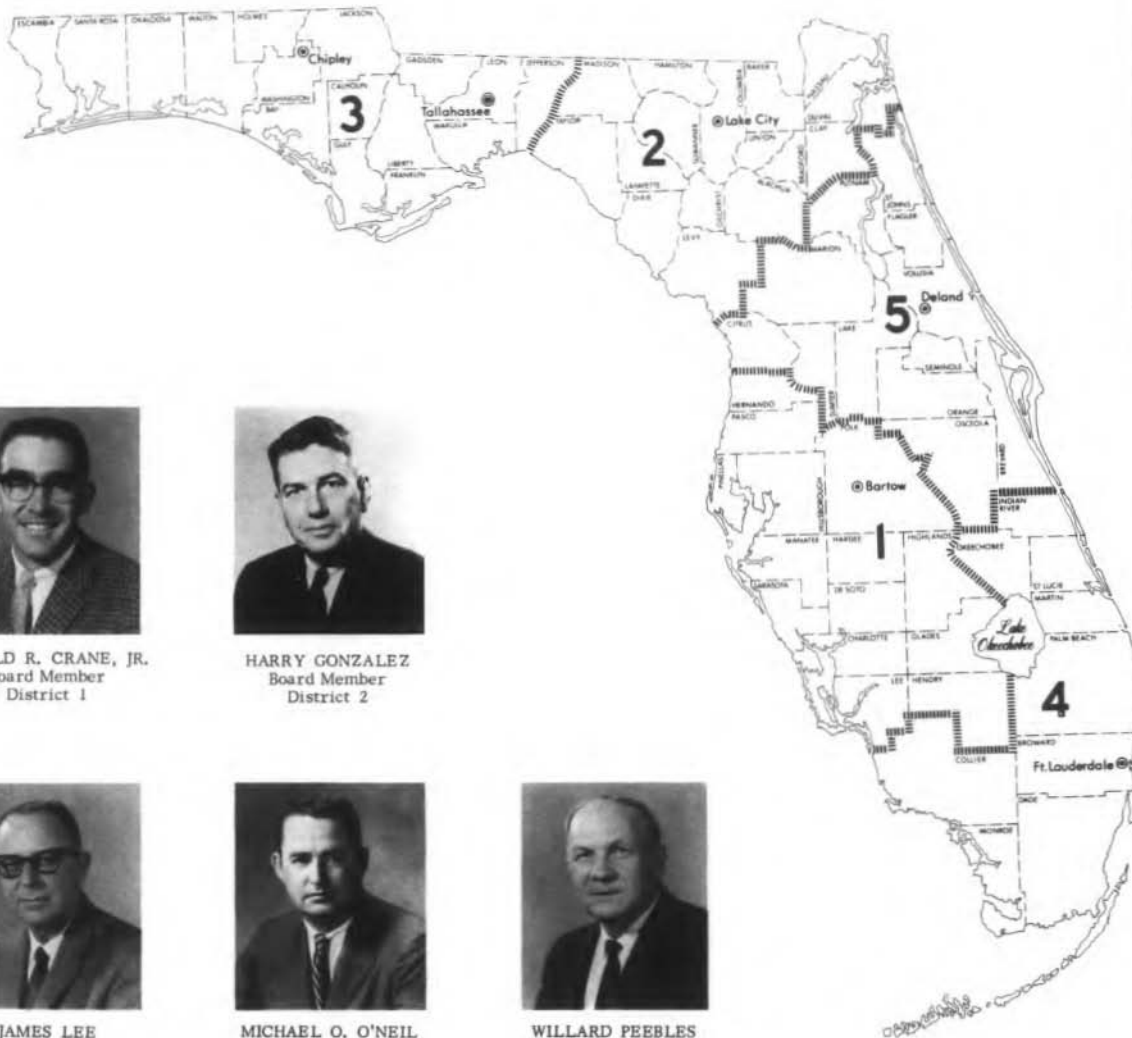
This report includes a resume of the progress made on Florida's Interstate, Primary and Secondary road systems, as well as reports on toll facilities, research, highway maintenance, highway services and beautification.

The Road Department is particularly proud of the new Urban Highway Construction program and the progress achieved in our Spot Hazard and Canal Hazard Elimination programs.

Also included for your review is a detailed accounting of the revenues system that was accomplished in developing Florida's highway Bureau of Public Roads, the State Cabinet, the support of the U. S. and the contractors, who actually build the roads.

Respectfully yours,  
*Jay W. Brown*  
Jay W. Brown  
Chairman

JWB:a1



JAY W. BROWN  
Chairman  
State Road Board



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District 1



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District 2



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**P. W. EKEY**  
*State Highway Engineer*

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**WILLIAM GARTNER, JR.**  
*Deputy State  
Highway Engineer*



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**C. J. SCHENCK**, *Planning*

**ROLFE MICKLER**, *Maintenance*  
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**J. P. Herndon**, *Engineer of Maintenance*  
**C. D. Dunlap**, *Engineer of Road Design*  
**Robert Churchill**, *Engineer of Planning*  
**R. C. (Bob) Burnett**, *Engineer of Bridge Design*  
**Thomas Alberdi, Jr.**, *Engineer of Structures*

**A. S. Cox**, *Engineer of Construction*  
**D. W. Stehmeyer**, *Engineer of Drainage*  
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**W. M. Godfrey**, *Deputy Engineer of Traffic & Planning*  
**E. H. Hart**, *Engineer of Contracts*  
**R. E. Arnow**, *Engineer of Estimates*  
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**Dan Turnbull**, *Engineer of Highway Safety*  
**Emmett L. Owens**, *Engineer of Secondary Roads*  
**Harry R. Wisner**, *Engineer of Specifications*  
**Alton Revell**, *Director of Safety*

### DISTRICT ENGINEERS



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**Ben Simpson**, *Deputy District Engineer*  
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**V. G. Marcoux**, *Asst. Dist. Engr. (Maint.)*  
**W. M. Cochran**, *Asst. Dist. Engr. (Plan.)*

**C. W. MONTE DEOCA**



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**James H. Pittman**, *Asst. Dist. Engr. (Plan.)*

**J. D. WARD**



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**W. P. Atkins, Jr.**, *Assistant District Engineer (Construction)*  
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**L. N. Landry**, *Asst. District Engr. (Maint.)*  
**C. A. White**, *Asst. District Engineer (Planning)*

**C. E. DAVIDSON**



#### FIFTH DISTRICT, DeLand

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**A. A. Davis**, *Asst. Dist. Engr. (Plan.)*

**C. A. BENEDICT**

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Wade Noda, *Deputy Comptroller*  
Sam D. Draper, *Director of Revenue Projects*  
Roland Baggett, *Director of Data Processing, Communications & Control*  
Lawrence Thomas, *Director of Purchasing and Storage*  
Frank A. Brown, *Assistant Director of Purchasing and Storage*  
Paul C. Wills, *Director of Information and Research*  
George A. Allen, *Assistant Director of Information and Research*  
A. C. Livingston, *Internal Auditor*

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Phil A. Pacyna, *Assistant Attorney*  
J. Marshall Conrad, *Assistant Attorney*  
James Vance, *Assistant Attorney*  
Gail Swedmark, *Assistant Attorney*  
W. Lawson Hancock, *Head of Workmen's Compensation*

## RIGHT OF WAY BRANCH


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M. N. Yancey, *Right of Way Engineer*  
W. R. Caldwell, *Chief Appraiser*  
P. R. Speer, *Chief of Acquisition*  
Millard Davidson, *Chief of Property Management & Outdoor Advertising*  
Katherine Channing, *Acting Chief of Reports and Records*



RALPH DAVIS  
*Executive Director*



BRYAN HENRY  
*Resident Attorney*



A. J. LEWIS  
*Director*

## THE BIENNIUM IN BRIEF

Major State Road Department emphasis shifted increasingly to Florida's traffic-impacted urban areas during the past biennium.

Costly urban expressways were brought under construction or planned at Miami, Tampa and St. Petersburg. Urban highway projects were underway at many other highly developed areas, including Jacksonville, the Orlando section and around Cape Kennedy.

For the first time, a part of the State Primary Highway Fund was set aside for major cities solely on the basis of population. Under the Urban Construction Program, some \$14 million will be available each year. It will provide an \$84 million special program over the next six years for projects in the 33 largest cities of Florida. In those with populations over 50,000, the program will finance half the right-of-way costs as well as all of the construction.

Many other achievements were recorded by the Road Department during the biennium, but many complex problems were left unsolved.

### Major Achievements Included:

- Contracting for \$313 million worth of road construction projects with the \$197 million in 1966 setting a new record for one year.
- Increasing the state-maintained highway system by 921 miles to 17,821 miles.

- Opening 194 miles of new Interstate highways to traffic, for a total of 618 miles.

- Four-laning 320 more miles of the 11,000-mile Primary System, increasing total multi-laning to 1,906 miles.

- More than doubling the amount of four-laning on the Secondary Road System, from 54 miles to 114 miles.

- Launching an attack on highway accidents through a \$10 million Spot Hazard Elimination program.

### FOUR-LANED MILEAGE IN STATE-MAINTAINED SYSTEM\*

YEAR	INTERSTATE SYSTEM	PRIMARY SYSTEM	TOTAL	SECONDARY SYSTEM	TOTAL
1954	...	333	333	35	368
1955	...	390	390	35	425
1956	...	518	518	35	553
1957	...	600	600	35	635
1958	...	827	827	35	862
1959	13	949	962	37	999
1960	51	1,045	1,096	37	1,133
1961	125	1,193	1,318	38	1,356
1962	177	1,267	1,444	39	1,483
1963	252	1,399	1,651	50	1,701
1964	393	1,586	1,979	54	2,033
1965	447	1,784	2,231	83	2,314
1966**	585*	1,906	2,491	114	2,605

\* The completed Interstate mileage in Florida actually totals 628 miles. This figure includes a 43-mile segment of the Sunshine State Parkway (Turnpike) which is not maintained by the State Road Department. This segment between Ft. Pierce and West Palm Beach is identified as Interstate 95.

\*\* Estimated.



- Giving highway beautification standing as a major factor in highway design and maintenance.

- Initiating more advance planning for future highway construction, including a start toward development of a five-year plan of specific highway construction and a long-range, ten-year plan of overall highway growth expressed in general terms.

#### These Problems Remain:

- Demand for more roads and improvements which is growing faster than the Department's financial resources to provide them.

- Long-range forecasts that Florida's growth during the next 20 years will demand some \$4 billion worth of roads.

- Continued diversion annually of many millions of dollars in highway user taxes to non-highway spending.

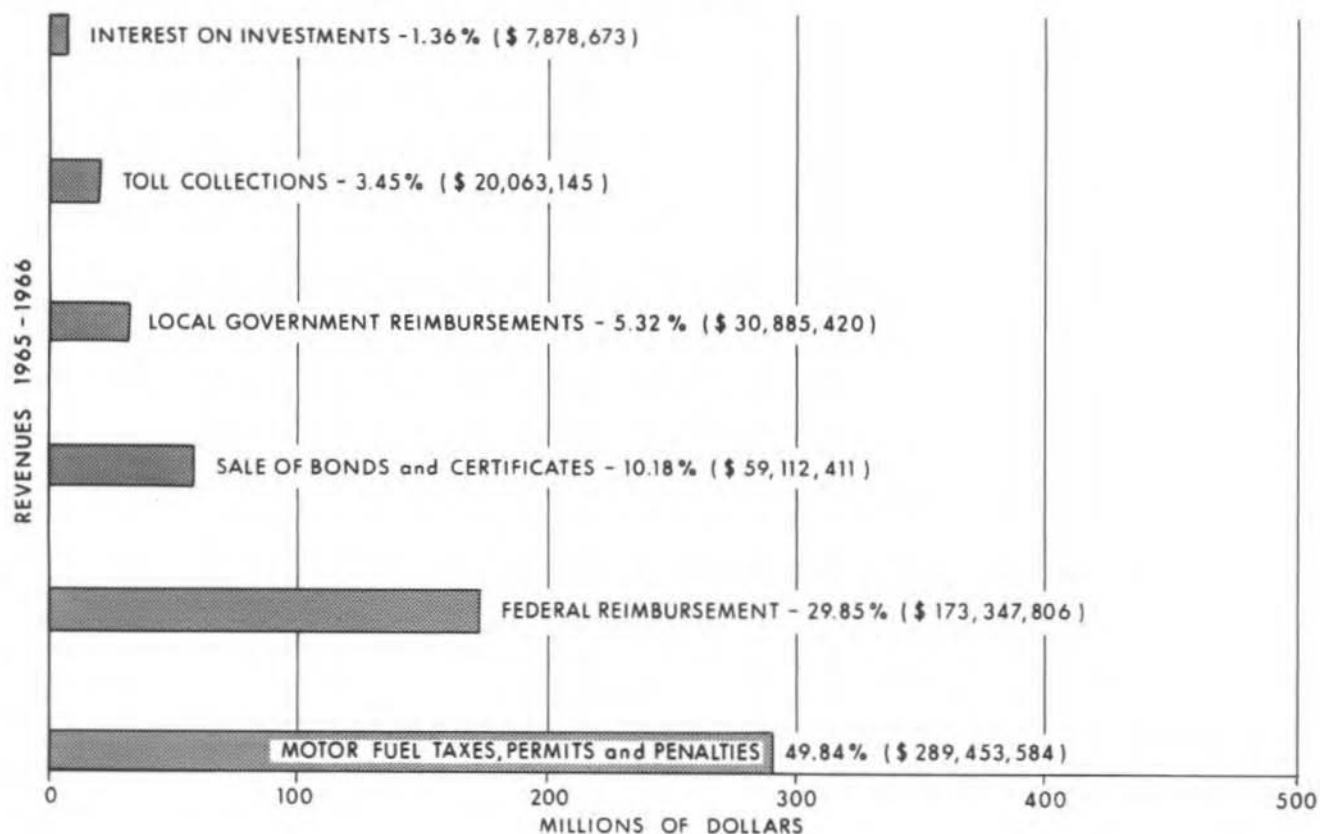
- The turnover rate of Road Department personnel, which jumped to 25 per cent per year due to low salaries during 1966.

*FIFTY YEARS OF PROGRESS—Back in 1917, they built roads like this one on the right for the few cars, wagons and horses. This crew was spreading surfacing material on a narrow road through Polk County near Loughman.*

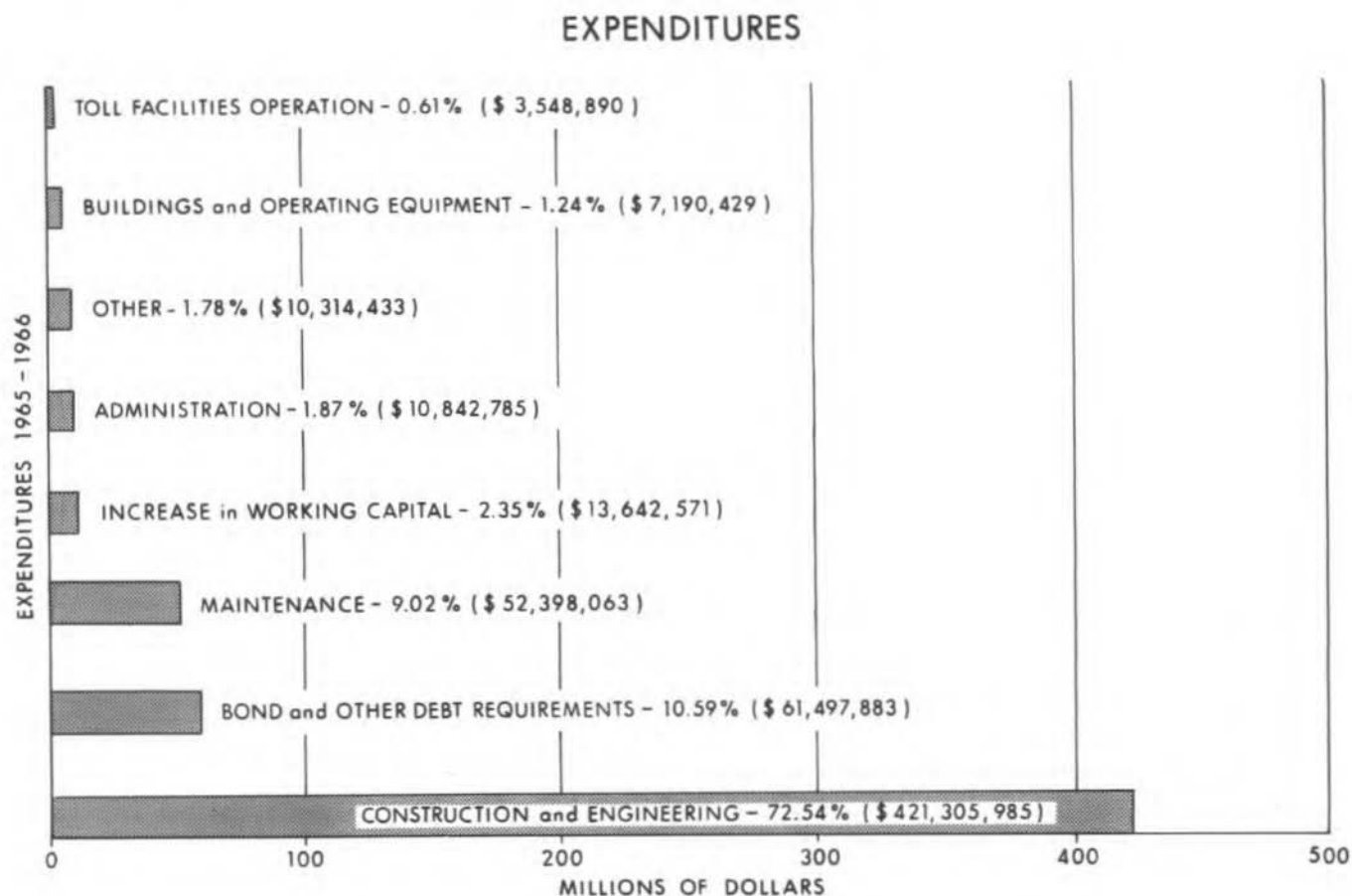
*Modern traffic demands sophisticated facilities like the elevated section shown below of the North-South Expressway, under construction in Miami.*



## REVENUES



# WAY DOLLARS



# INTERSTATE SYSTEM

Construction of Florida's 1,154-mile Interstate system passed the halfway point in the last biennium.

A total of 194 miles was opened to traffic, increasing the completed portion to 628 miles, or 53 per cent of the proposed total. An additional 104 miles were under construction.

Florida is near the nation's top in development of the Interstate system. Its utilization of funds long ago passed the halfway mark. Because it chose to put early emphasis on the urban links where a dollar buys less highway footage, it is not among leading states in terms of completed mileage. But the mileage will increase rapidly as the long rural sections on I-10 and I-95 are built at lower per-mile costs.

Cost of the network thus far is \$600 million. Estimated total cost of the Florida routes is \$1 billion. Basic financing is 90 per cent federal, 10 per cent state.

Highlights of the biennial progress, by routes, included:

## INTERSTATE 75

...Completion of the 60 miles between Wildwood and Tampa outskirts, creating a 360-mile continuous route from central Georgia to Tampa Bay, the nation's longest completed section on any one route.

...Beginning of construction on the last 8 miles in Tampa to a connection with I-4.

## INTERSTATE 95

...Completion of nearly all the 90 miles between Jacksonville and the I-4 interchange at Daytona Beach, with all remaining segments scheduled for completion by mid-1967.



WILLIAM DEMPSEY  
Interstate Administrator

...Linking of segments in Brevard County to create a 50-mile section for the traffic-impacted Cape Kennedy region.

...Completion of Palm Beach County's first five miles of superhighway.

...Completion or construction of all segments of Miami's I-95 route except for one stretch. Included in the Miami work was the mighty Midtown Interchange linking I-95 and the East-West Expressway. It will carry more than 250,000 cars daily when its feeders are completed.

...Activity on every foot of Florida's I-95 route—including planning, surveying, right-of-way acquisitions, construction or carrying traffic.

## INTERSTATE 10

...Five more miles completed near Pensacola, connecting with eight miles opened to traffic earlier, and construction underway from Pensacola 24 miles east to Harold.

...Thirteen miles were brought under construction from Lake City westward in a resumption of work in this area. The route has been open several years from the I-75 interchange at Lake City to Jacksonville.

## INTERSTATE 4

...A 1.5-mile extension into downtown St. Petersburg was approved by federal authorities.

...Except for the Interchanges at each end and the additional construction in St. Petersburg, this route is virtually complete.



# FLORIDA INTERSTATE SYSTEM

## *Legend*

- INTERSTATE ROUTE
- PLANS BEING DEVELOPED
- RIGHT OF WAY BEING ACQUIRED
- UNDER CONSTRUCTION
- COMPLETE

## PRIMARY SYSTEM

Another biennium of record four-laning has given Florida a Primary highway system in which nearly one of every five miles is multi-laned.

The Road Department completed four-laning of 320 miles of the 11,000-mile system during the biennium, increasing the state-wide total to 1,906 miles. This does not include the 628 miles of multi-laned Interstate highways, a special category of Primary.

Four-laning on the Primary system during the 1965-66 period established a record, exceeding by two miles the old record set during the previous biennium.

It was the third successive biennium in which the four-laning topped 300 miles.

Funds spent on primary highway contracts totaled \$102 million in 1965 and 1966. Some \$25.5 million of this was spent through the Federal-State Urban fund. More detail on the urban primary work is given in the Urban Highway section of this report.

### MAJOR CITIES LINKED BY FOUR-LANING

The new multi-laning, found in all parts of Florida, was a major step in the Road Department's long-standing goal to link all major cities of the state with four-laned highways.

Primary roads are the best constructed traffic arteries available for the vast majority of automobile trips. Although only 14 per cent of the road mileage in Florida, they carry more than 60 per cent of the state's traffic.

Four-laning not only creates a facility that can carry more than twice the traffic handled by a two-lane road, but also cuts the automobile death rate for the road by at least one-half.

A great number of significant primary construction projects were completed during the biennium.

Key parts of Miami's East-West Expressway and other urban stretches were being financed from the Primary fund. Four-laning of the primary links forming the main streets of cities and communities all over Florida became common.

In addition, rural two-lane gaps were closed by multi-laning, creating long stretches of continuous four-laning.

Examples of these projects were several jobs on U. S. 301 which opened a multi-lane route from Baldwin to a point near Ocala where it meets U.S. 441, also four-laned continuously from Alachua to Kissimmee.

The U.S. 19-98-27 route was four-laned between Cross City and the Suwannee River to extend four-laning continuously from Chiefland up to the Georgia line north of Monticello.

### OTHER PRIMARY IMPROVEMENTS

An urban project underway will make U. S. 27 a four-laned route from Chiefland to the Georgia line north of Tallahassee. Other sections of U. S. 27 in Glades and Lake Counties where traffic is heavy also were four-laned during the biennium.

U. S. 92 was multi-laned in Polk County from Lake Alfred six miles to Haines City, and more than two miles north of DeLand.

State Route 40 was multi-laned from Ocala to Silver Springs, a distance of nearly four miles. It was extended as a new, two-lane road from Barberville east to Ormond Beach, some 23 miles.

The Road Board, to gain a lower interest rate for a bond issue to four-lane the Sunshine Skyway, pledged \$3 million in Primary funds for this vital improvement project.

The Primary fund also furnished 20 per cent of the \$2.6 million needed in a cooperative Federal-State project to four-lane two bridges on State Road 520 connecting Cape Kennedy with the mainland near Cocoa Beach.

## CONDITION OF STATE PRIMARY SYSTEM

As a means of determining the physical condition of the state highway system and its ability to handle existing traffic, an annual sufficiency rating is conducted. This sufficiency rating takes into consideration all of the physical measurements of the highway and the capacity of the highway to handle the volume of traffic which is using it. Numerical ratings are obtained which are an index of just how good or bad the highway is at the present time. A rating of 100 points indicates a completely adequate highway. The rating is divided into four categories:

Good—A rating of 80 and above is adequate for present needs.  
Tolerable—A rating of 70 to 79 serves present needs but has deficiencies which will need correcting in the near future.  
Poor—A rating of 56 to 69 is inadequate for present needs and should be programmed for improvement.  
Critical—A rating of 55 and below is inadequate and dangerous for present users and should be improved immediately.

Comparable ratings of the state primary system:

### RURAL ROADS

Year	Critical	Poor	Tolerable	Good	Total Miles
1953	22.3%	19.4%	17.0%	41.3%	8,651
1954	23.2	19.2	15.5	42.1	8,671
1955	23.1	19.0	15.3	42.6	8,791
1956	22.0	20.3	18.9	38.8	7,140
1957	22.9	18.7	18.1	40.3	8,946
1958	18.8	18.7	20.3	42.2	9,027
1959	20.1	18.7	20.1	41.1	9,017
1960	21.6	20.7	22.3	35.4	9,084
1961	25.2	18.4	21.1	35.3	9,221
1962	23.6	17.9	21.8	36.7	9,180
1963	21.6	17.3	21.1	40.0	9,329
1964	23.3	19.2	18.2	39.3	9,450
1965	26.0	16.9	17.4	39.7	9,548
*1966	22.1	18.2	17.9	41.8	9,710

\* Estimated

### MUNICIPAL CONNECTING LINKS

	...	...	...	...	
*1953	...	...	...	...	1,139
1954	...	...	...	...	1,174
1955	...	...	...	...	1,216
1956	34.9	21.6	15.0	28.5	1,030
1957	30.2	24.8	15.2	29.8	1,268
1958	31.5	25.2	14.9	28.4	1,289
1959	30.7	24.1	15.7	29.5	1,357
1960	33.3	33.4	14.7	28.6	1,401
1961	34.6	22.0	13.1	30.3	1,418
1962	33.7	20.1	13.5	32.7	1,490
1963	30.7	21.0	14.5	33.8	1,517
1964	30.4	20.0	15.5	34.1	1,567
1965	30.9	19.9	14.5	34.7	1,617
**1966	29.0	18.0	16.7	36.3	1,691

\* Ratings for municipal connecting links were not made until 1956.

\*\* Estimated

## SECONDARY SYSTEM

The 1965-66 biennium brought a rush of expansion to Florida's system of Secondary roads.

The system expanded by 577 miles, reaching a total length of 6,420 miles. Over \$40 million worth of construction contracts were let during the biennium on the Secondary system.

Considered farm-to-market roads when started in 1950, secondary roads increasingly are being built to multi-laned standards to provide new traffic arteries for traffic-swollen urban areas.

Four-laning on the Secondary system more than doubled during the biennium, increasing from 54 miles at the start to 114 miles

at the end of the two-year period.

Some of the major urban secondary links converted to multi-laned arteries were in Broward County, the Jacksonville area, Escambia County, Palm Beach County, and Pinellas County.

Secondary roads are built through joint action of the Road Department and each county, with part of the revenue allocated for use in each county from three cents of the seven-cents-per-gallon gasoline tax.

In many metropolitan areas, secondary roads will rank with primary highways in importance and traffic volumes in the future growth of the state maintained system.



ROAD DEPARTMENT COMPUTING CENTER—The most versatile piece of equipment used by the Road Department is this IBM 1410 Electronic Computer. Leased at a cost of \$120,000 a year, the computer is capable of performing varied tasks in a fraction of the time it would take to do manually.

## CONTRACTING ACTIVITY

Total contracts let 1957 through 1966 for Construction and Road Improvements.\*

Calendar Year of:	Contract Amount
1957	\$ 92,402,157.26
1958	126,054,950.85
1959	112,531,027.65
1960	81,757,487.53
1961	67,347,696.35
1962	117,930,484.93
1963	167,213,116.44
1964	187,687,989.70
1965	117,171,379.40
1966	195,974,288.27

Total . . . . . \$1,266,070,578.38

\*Does not include Road Department operating costs, right-of-way acquisition or maintenance other than that handled on contracts.





SECONDARY SYSTEM MILEAGE

*Legend*

ALACHUA ..... 192 Miles

# URBAN

The Road Department marshalled funds from every available source to provide more high-type roads in urban areas.

Interstate money, Primary and Secondary funds and bond issue revenue were pooled to finance development of a \$115 million part of Miami's Expressway system and to undertake a \$68 million limited access route across the St. Petersburg urban area.

Major parts of the Miami system, scheduled for completion in late 1968, include completion of I-95 (the North-South Expressway), the East-West Expressway, and the Midtown Interchange linking them.

In St. Petersburg, the Road Department is four-laning the Sunshine Skyway, extending I-4 into downtown St. Petersburg, and is planning a state-financed link connecting them. This three-year program is in its opening stages.

During the 1965-66 biennium, the Road Department spent some \$26 million in regular Federal-State Primary highway funds on projects in cities and towns throughout Florida. Virtually every major city had one or more such projects.

Some of the larger ones included State Road 13, Duval County, \$893,000; State Road 10A, Escambia, \$954,000; U. S. 98, Okaloosa, \$1.4 million; State Road 46, Seminole, \$370,000; U. S. 27,



*REAL URBAN CONSTRUCTION—The city of Miami has to move over to make room for this elevated expressway, being built barely more than a stone's throw from the downtown buildings. This view of the Expressway under construction looks east along Flagler Street. The viewpoint of the picture below is looking northwest at Flagler Street.*



# CONSTRUCTION

Highlands, \$877,000; State Road 50, Orange, \$627,000; State Road 19, Lake, \$813,000; three major projects in Polk, \$2 million; and eight major projects in Dade, \$7 million.

Late in the biennium, a special urban construction program got underway limited to Florida's 33 cities over 10,000. Those over 50,000 qualify for state reimbursement of half the right-of-way costs, in addition to all the construction costs. The special program is planned for \$14 million annually for six years, or \$84 million.

The first project undertaken through it was four-laning U. S. 27 through 1.7 miles of Tallahassee at a cost of \$858,000. This job will four-lane the last two-lane gap in this major road between the Georgia line and Chiefland.

Other special urban construction projects were being readied in Marion, Orange, Hillsborough and other counties.



*URBAN FOUR-LANING—This 1.7-mile four-laning project on U.S. 27 in Tallahassee is the first undertaken under the Road Department's new Urban Construction Program limited to Florida's 33 largest cities. When complete, it will provide an unbroken section of major roads from Georgia south to Chiefland, some 140 miles.*

## MAINTENANCE

The State Road Department's Maintenance Division spent \$46.5 million on preserving Florida's 18,000-mile highway system during the past two years.

While \$9 million of this money was spent on equipment and \$9.6 million was charged to buying maintenance materials, the great bulk of the money (\$27.9 million) was spent on labor. Nearly half of the Road Department's 8,000 employees work in the Maintenance Division.

To cut labor costs, Florida developed and purchased new machines ranging from a special truck with a computer for painting highway center lines to a "cherry picker" unit for washing large overhead highway signs.

Maintained lane mileage increases at a rate of more than five per cent a year, but mechanization and new processes have held down the growth of maintenance costs to four per cent a year.

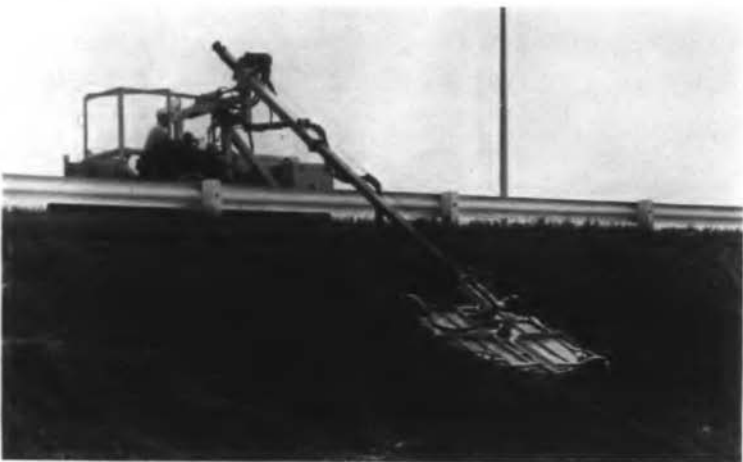
While the basic responsibility of the division is maintaining the roads, a great deal of its work leads to improvement of the highway system.

Work performed by the division includes: road surface repair; bridge repair and painting; traffic signal installation; installation of highway signs; construction of property access routes; and construction and maintenance of wayside parks, boat ramps, catwalks and rest areas (see page 19).

The Maintenance Division also operates the second largest radio network in the state. With some 1,440 radio-equipped vehicles and about 128 base stations, the Road Department is able to expedite and coordinate the operations of its maintenance forces in every section of the state.



*VERSATILE "CHERRY PICKER"—Maintenance engineers developed the far-reaching cherry picker, at left, not only for low-cost washing and repair of traffic signs, but also for painting and inspecting bridges. The sign washing operation with the vertical lift truck and hand brushes at right costs 20 cents a square foot, twice the cost of the cherry picker process which uses a high pressure spray unit.*



*LONG ARM OF THE ROAD DEPARTMENT—Improved machinery such as this mowing unit with a hydraulic arm has cut the cost of mowing grass slopes in half. Hand pushed power mower methods cost about \$20 an acre for grass cutting, but this tractor operation costs about \$10 an acre.*

## HIGHWAY SERVICES

Making Florida's outdoors and scenery more accessible to motorists is an important part of the State Road Department's highway program.

Approximately \$1,375,000 has been spent in the last 20 years for roadside recreational facilities which are used by untold thousands of visitors each day.

These facilities include 242 wayside parks, located on the state's heavily traveled Primary road system; 120 boat ramps; and 34 fishing catwalks along bridges around the state.

Five well-equipped rest areas were opened on Interstate routes in 1966. Built in pairs to serve each lane of traffic, they cost about \$160,000 per pair. A large part of the cost was complete water and sewage systems required at each. Other facilities include pay telephones, shaded picnic tables, cooking grills, air conditioned rest rooms and cold water drinking fountains. They are the first of more than 40 pairs which will be developed eventually on the 1,154-mile Interstate system in Florida.

Rest areas now opened are on Interstate 75 in Columbia County, south of U. S. 41; I-75 in Marion County, south of Ocala; I-4 in Orange County, west of Orlando; I-4 in Polk County, east of Lakeland, and I-10 in Baker County, northeast of Lake City.



MODERN REST AREA ON I-75—Almost 900 vehicles a day stopped at this Rest Area after it was opened July, 1966, about six miles south of Ocala on Interstate 75. Within weeks, four other rest areas, all built of modern design with landscaped grounds, were opened on other sections of the Interstate system.



CATWALK ALONG GANDY BRIDGE—Tourists and residents alike are drawn to the fine fishing found along highway bridges throughout Florida. Catwalks have been built on more than 30 spans to provide anglers with a safe place from which to fish.



WAYSIDE PARK AT CROWS BLUFF—Picnickers and boaters enjoy the outdoors at the wayside park at Crows Bluff Bridge on State Road 44 at the St. Johns River west of DeLand. These parks are located about every 20 miles along the state's primary system, and usually include cooking grills, picnic areas and in some instances boat ramps and swimming areas.

## HIGHWAY BEAUTIFICATION

The State Road Department launched the first broadscale highway beautification program in its history during the 1965-1966 biennium.

Although still in the formative stages, the program produced noticeable results almost immediately. Millions of tourists and residents found that stretches of highway all over the state were being landscaped.

Principal source of funds for the work was the Federal Highway Beautification Act, which provided Florida with \$1.3 million for the first half of 1966 for highway landscaping and acquisition of scenic overlooks.

Every penny was committed by Florida to the scenic improvement of its highways.

Twenty-four landscaping projects were completed at a cost of \$260,000. Three scenic overlooks were acquired at relatively small cost. By far the most expensive was a quarter mile of beach between U. S. 98 and the Gulf near Destin, in Okaloosa County. The other available funds were committed to buying dozens of other scenic overlooks in every part of the state, to assure motorists of access to unspoiled natural scenery in years to come. Negotiations were underway for most at the end of the biennium.



*NEW INTERSTATE HAS NATURAL BEAUTY—This aerial photograph shows the graceful, sweeping curves among low sandhills on newly opened Interstate 75 in Pasco County, making it a natural scenic highway. Trees and other native vegetation, left intact by the roadbuilder enhance the attractiveness of this new route.*

Beautification was given standing as a factor by engineers in the design of new roads.

Another development was a Road Department program to retain some of the natural growth for beautification when new roads are built. In areas where this is possible, maintenance costs are expected to drop instead of increase because the native plants will require less care than the planted

shrubs and the lawnlike grass which would have to be mowed.

The Federal Beautification Act also is aimed at removal of most advertising signs from highways and screening of junkyards. Both these proposals would involve millions of dollars in state road funds, and would require state legislation before the Road Department could undertake them.

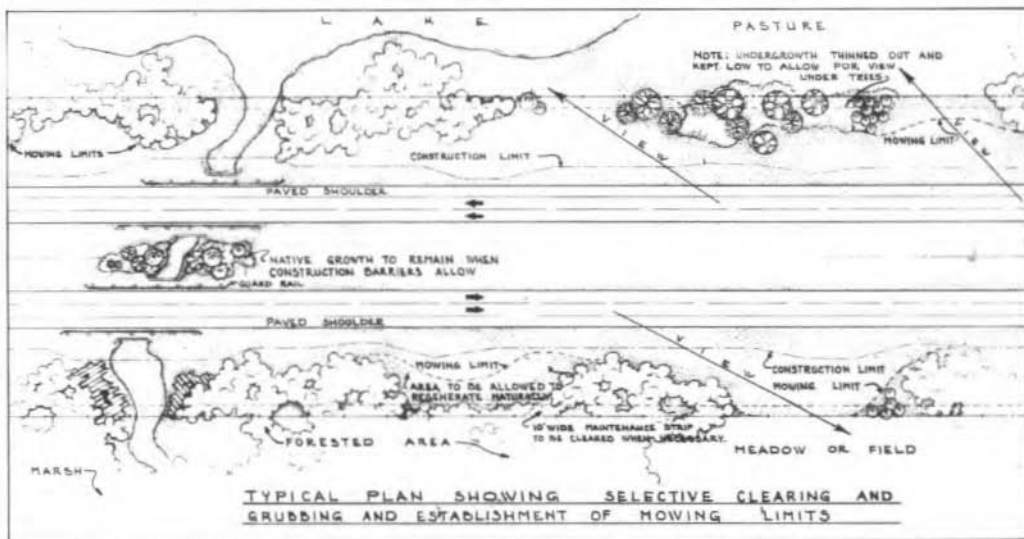


**COREY CAUSEWAY IN PINELLAS COUNTY**—Landscaping of this traffic island at the newly constructed Corey Causeway Bridge shows effective beautification by local interests. Careful selection of plants makes an attractive scene, but one that does not impede vision of the motorist.



**IMAGINATIVE ENGINEERING**—Palmetto Expressway at Miami shows a combination of natural and man-made landscaping. Roadbuilders left the stand of pines to left of roadway. Landscape engineers added clumps of palms and other plants on both sides of the roadway to enhance the overall effect.

Typical section of limited access highway as it may be beautified in the future. The construction of the road will be carried out to leave much natural growth standing and enhance the appearance of the route to the motorist. Note the careful clearing of the right of way to open up attractive views for the motorist. Also note that the mowing limit is set well within the right of way, which will hold maintenance costs lower than would mowing the entire right of way.







**BLACKBEARD AND A GOLD MINE**—Above is the 40-car ferry Blackbeard, one of the last boats owned by the Road Department, which runs between Fort George and Mayport on the historic Buccaneer Trail. Below, the Airport Expressway in Miami, which is the Department's most heavily travelled toll facility. During the past two years, nearly 40 million vehicles used the facility, paying \$3.9 million in tolls.



## TOLL FACILITIES

Traffic on the 12 State Road Department operated toll facilities increased approximately 13 per cent in 1965-66 over the previous biennium as motorists paid more than \$20 million to toll collectors.

Managed by the Department's Revenue Projects Division, the toll facilities were used by a total of 119,775,951 vehicles during the last two years while 106,709,716 vehicles were counted in the 1963-64 period.

While revenue increased about \$1.3 million, it did not increase as much as in previous years due to the lowering of tolls on the Sunshine Skyway Bridge across lower Tampa Bay. Up until 1966, when toll charges were cut in half, the Skyway had been taking in more money than any other facility managed by the Department.

Only a portion of one new facility was opened to traffic during the two-year period. The Everglades Parkway, nicknamed Alligator Alley, was opened from just west of Naples, 21 miles to State Road 29, November 21, 1966. The remaining 57 miles of the Parkway is expected to be opened to U. S. 27 just west of Fort Lauderdale by the Fall of 1967.

Toll facilities which are expected to be opened in the 1967-68 biennium include: the BeeLine Expressway from Orlando east toward Cape Kennedy; the Commodore Point Bridge across the St. Johns River in Jacksonville, and the East-West Expressway in Miami.

The gross revenue and total traffic recorded during the 1965-66 biennium at the 12 toll facilities, as well as their cost, were:

Facility	Revenue	Traffic	Cost of Facilities
Sunshine Skyway . . . . .	\$ 3,798,624	4,503,854	\$ 16,632,402
Jacksonville Expressway System			64,503,229
Mathews Bridge . . . . .	3,992,227	25,420,742	
Warren Bridge . . . . .	4,040,786	24,678,604	
Trout River Bridge . . . . .	1,679,039	9,637,168	
Buccaneer Trail . . . . .	411,026	805,230	4,501,952
Navarre Bridge . . . . .	45,025	374,318	2,319,970
Airport Expressway . . . . .	3,992,589	39,650,620	18,986,155
Pinellas Bayway . . . . .	787,024	2,577,786	7,113,876
Bennett Causeway . . . . .	1,180,473	7,729,008	5,093,097
Pensacola Beach Bridge . . . . .	428,097	4,334,722	1,500,000
Bryant Patton Bridge*. . . . .	59,083	58,598	3,567,814
Everglades Parkway**. . . . .	4,574	5,301	14,115,063
Totals . . . . .	\$ 20,418,567	119,775,951	\$138,333,558

\* Opened December 17, 1965.

\*\* Opened November 21, 1966.





**MACHINE TESTS CONCRETE**—All concrete used in State Road Department work is tested on this Concrete Compression Testing machine. It determines the strength of the materials and helps in computing the lifetime of a concrete bridge.



**GAINESVILLE TESTING LABORATORY**—Thousands of tests each year are run through this laboratory on every material that is used in constructing Florida's highways. This is done to make sure the Road Department's specifications are being followed and the state is getting what it pays for.

## TESTING AND RESEARCH

More than \$2,280,000 was spent during the past two years on testing and research projects to find better ways to build and maintain Florida's highway system.

New construction methods, increased safety and the development of better



**SKID TEST UNIT**—Developed and constructed by Road Department research engineers, this Skid Test truck and trailer is used to determine the slipperiness of pavement, allowing hazardous surfaces to be identified and eliminated.

quality control techniques are all the responsibility of the Research Division. The Testing Division is responsible for inspecting materials used in highway construction to see that they conform with specifications.

Headquartered in Gainesville, both divisions work closely with the American Society of Testing and Materials, the U.S. Bureau of Public Roads, the Highway Research Board and the American Society of State Highway Officials.

A portion of the Research work is conducted at the University of Florida in Gainesville under a contract with the State Road Department.

In the past two years, Research engineers began work on experiments in flexible pavement design using test roadway projects on U. S. 19 north of Chiefland, U. S. 90 in Marianna and a section of U. S. 90 near Crestview.

The Testing and Research Divisions employ much highly technical equipment to carry out their work.

Using a Profilometer, engineers can measure deviations in the pavement to determine the amount of deterioration to be expected from different types of roadway material. Another instrument, called a Dynaflect unit, is used to simulate weight on the pavement to find measurements to predict the lifetime of a roadway.

During the biennium, the engineers acquired several pieces of new equipment. They include: an Infrared Spectrometer, used to chemically analyze road building materials; a Kinematic Viscosity Test Apparatus to determine the grade of asphalt used on a project; and an Ozone Accelerated Aging Chamber used to determine the deterioration rate of rubber bearing pads for bridges.



*SAFETY PROJECT IN TAMPA—Improved flow of traffic and the addition of left-turn storage lanes are features of the "spot hazard" widening project completed on Kennedy Boulevard from Armenia to Howard Avenue in Tampa. Above is the scene looking east in March, 1965, and below is the same scene six months later.*



## HIGHWAY SAFETY

During the past two years the State Road Department spent nearly \$4 million on its Spot Hazard and Canal Hazard Safety Program aimed at lowering the number of traffic accidents on the state's highways.

To begin the program, the Road Department selected 100 of the most hazardous spots on the highway system. Then began the work of eliminating dangerous curves, redesigning intersections and widening roads and bridges.

So far, 32 projects costing \$3,218,088 have been completed or are underway. The remaining projects are on the drawing boards and will cost about \$2.8 million. Another two-year program costing \$6 million is being planned.

A program to install guardrails between roadways and deep canals was started in South Florida. The need was shown by the fact that 488 persons were killed in the previous 10 years when vehicles plunged into deep roadside waterways.

About \$698,000 has been spent on installing barriers along 100 miles of roadway through 1966. Another \$100,000 worth of projects are underway and in the next three years, it is planned that \$3.4 million will be spent.

Also, engineers are working on a study of all railroad crossings in the state to determine where new signal systems should be installed and the best type of signals that individual crossings should have. In the past two years, flashing signals were installed at 80 railroad crossings at a cost of approximately \$910,000.

Built into the Department's safety program is a policy to review each new highway design to eliminate any hazards before they reach construction stage. Also established is a policy that all new roads built parallel to canals and waterways must be separated by at least 100 feet.



*GUARDRAIL INSTALLED AFTER TRAGEDY—The drowning of 27 persons trapped in the labor bus shown above when it plunged into a canal on State Road 627 in Palm Beach County in May, 1963, brought out the pressing need for the installation of guardrail barriers. At right is the same canal at about the spot where the disaster occurred, after guardrails were installed.*

#### TYPICAL SAFETY PROJECTS COMPLETED DURING BIENNIUM

County	Road	Work	Cost
Hillsborough	State Road 45	Bridge widening at Hillsborough Bridge.	\$108,000
Pinellas	U.S. Alt. 19	Grade revision from Mountain Curve to Meres Boulevard at Tarpon Springs.	\$ 27,305
Bay	State Road 79	Realignment of Pine Log Creek Bridge and approaches.	\$137,000
Broward	U. S. 441	Installation of overhead lighting at U.S. 441 intersection of Sunrise Blvd. in Fort Lauderdale	\$ 17,200
Collier	U.S. 41	Realignment of 2 miles of road at Weaver Station.	\$276,855
Volusia	U.S. 92	Revising intersection of U.S. 90 and Nova Road in Daytona Beach	\$138,137
Lee	State Road 82	Straightening curves at "S" curve.	\$ 89,000
Hillsborough	U.S. 41	Improved channelization at U.S. 41 and Temple Terrace in Tampa	\$ 51,000



## FUTURE HIGHWAY NEEDS. . . .

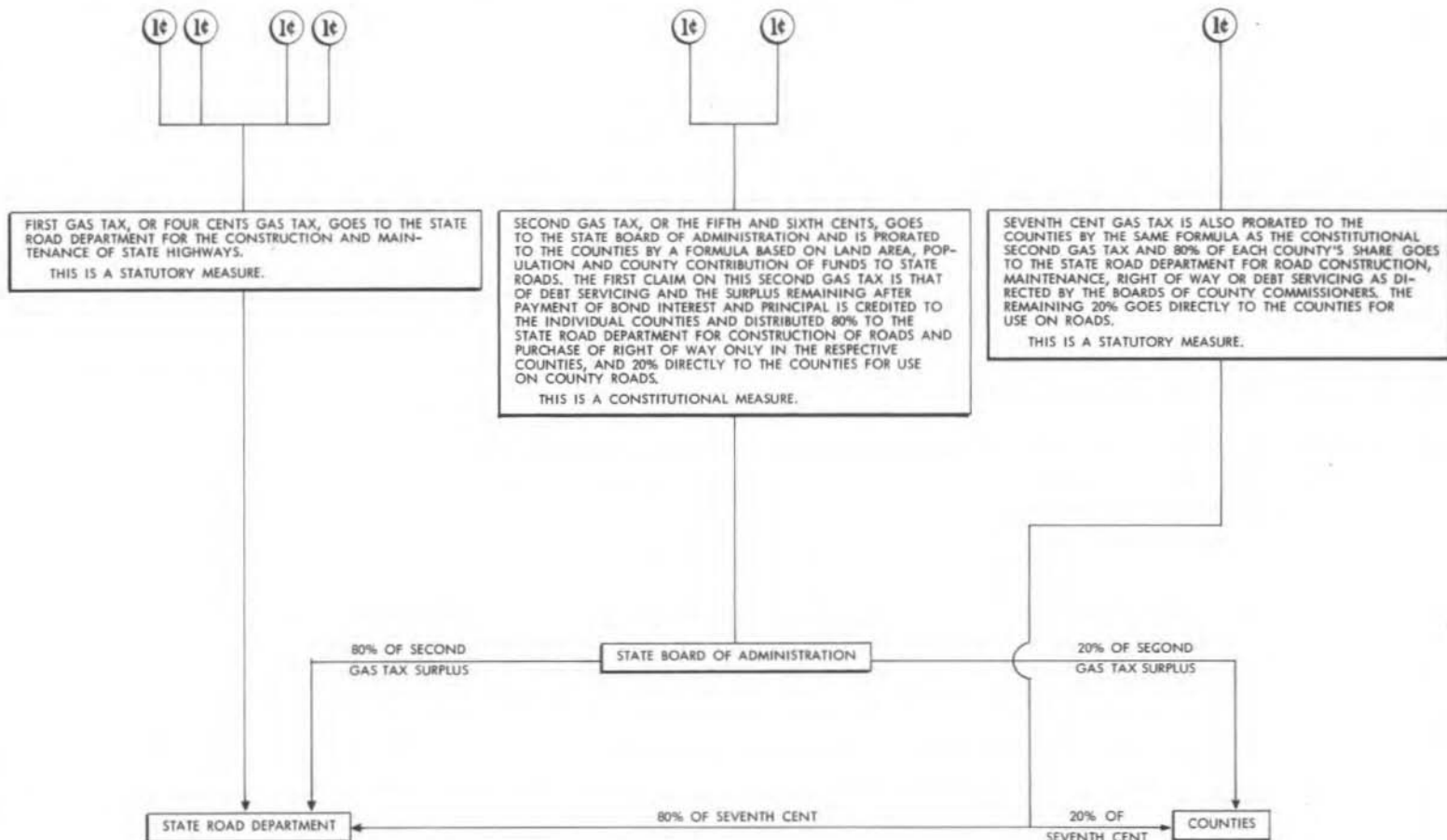
. . . as established by Traffic and Planning engineers of the Florida State Road Department in a highway needs survey prepared in early 1967.

Road System	Miles of Streets and Roads in Service in 1967 (Actual)	1985 (Estimated)	Total Needs 1967 thru 1985	Estimated Accomplishments 1967 thru 1974	Remaining Net Needs 1975 thru 1985
Interstate	1,170*	1,491**	\$ 788,876,000	\$ 450,000,000	\$ 338,876,000
Other State Maintained (Primary and Secondary)	16,225	24,976	3,337,061,000	1,183,604,000	2,153,457,000
County Maintained	45,763	63,736	310,458,000	81,471,000	228,987,000
City Streets not State Maintained	16,610	24,479	564,860,000	174,359,000	390,501,000
Total	79,768	114,682	\$5,001,255,000	\$1,889,434,000	\$3,111,821,000

\* Includes "traveled-way" mileage, which is the length of existing roads used presently by traffic which will switch to Interstate upon completion and which is 17 miles longer than the assigned Interstate mileage.

\*\* Includes proposed extensions or loops of I-75, I-95, and I-65 in Florida.

# DISTRIBUTION OF FLORIDA'S SEVEN CENT TAX ON MOTOR FUELS



# STATISTICS REFLECTING GROWING HIGHWAY DEMAND IN FLORIDA

## FLORIDA MOTOR FUEL TAX

### COLLECTIONS\*

1957-1966

1957	\$104,208,996
1958	111,123,814
1959	120,111,442
1960	125,731,121
1961	128,790,024
1962	136,714,054
1963	143,076,808
1964	152,114,646
1965	162,167,041
1966	165,456,867

\*Revenue from seven-cent state gasoline tax.

## FLORIDA MOTOR VEHICLE

### REGISTRATION\*

1957-1966

1957	2,008,767
1958	2,111,386
1959	2,287,141
1960	2,418,711
1961	2,511,429
1962	2,646,194
1963	2,756,043
1964	2,891,143
1965	3,107,291
1966	3,292,899

\*Excludes trailers

## FLORIDA DRIVERS' LICENSE

### REGISTRATIONS

1957-1966

1957	2,384,867
1958	2,580,970
1959	2,718,487
1960	2,778,465
1961	2,832,796
1962	2,819,537
1963	3,065,424
1964	3,223,371
1965	3,405,117
1966	3,512,853

## VEHICLE MILES OF TRAVEL

### IN FLORIDA\*

1957-1966

1957	19,268,230,000
1958	19,904,481,000
1959	21,420,501,000
1960	22,365,638,000
1961	22,900,924,000
1962	24,338,047,000
1963	25,552,358,018
1964	27,266,891,014
1965	28,837,109,875
1966	30,793,640,465

\*Includes travel on state-maintained highways, county roads and city streets. Calculated on basis of total gasoline sales.

## MILES OF STATE-MAINTAINED HIGHWAYS

Year	Primary*	Secondary**	Total
1923.....	898	....	898
1924.....	898	....	898
1925.....	1,270	....	1,270
1926.....	1,651	....	1,651
1927.....	2,200	....	2,200
1928.....	2,795	....	2,795
1929.....	3,254	....	3,254
1930.....	3,811	....	3,811
1931.....	5,092	....	5,092
1932.....	5,868	....	5,868
1933.....	6,199	....	6,199
1934.....	6,543	....	6,543
1935.....	6,668	....	6,668
1936.....	7,040	....	7,040
1937.....	7,115	....	7,115
1938.....	7,228	....	7,228
1939.....	7,453	....	7,453
1940.....	7,591	....	7,591
1941.....	8,108	....	8,108
1942.....	8,196	....	8,196
1943.....	8,278	....	8,278
1944.....	8,389	....	8,389

Year	Primary*	Secondary**	Total
1945.....	8,605	....	8,605
1946.....	8,657	....	8,657
1947.....	8,736	....	8,736
1948.....	8,950	....	8,950
1949.....	9,235	....	9,235
1950.....	9,414	633	10,047
1951.....	9,572	1,160	10,732
1952.....	9,693	1,572	11,265
1953.....	9,780	1,930	11,710
1954.....	9,878	2,391	12,269
1955.....	10,007	2,923	12,930
1956.....	10,176	3,221	13,397
1957.....	10,239	3,500	13,739
1958.....	10,316	3,959	14,275
1959.....	10,374	4,259	14,633
1960.....	10,484	4,654	15,138
1961.....	10,639	5,052	15,691
1962.....	10,670	5,315	15,985
1963.....	10,846	5,617	16,463
1964.....	11,015	5,843	16,858
1965.....	11,165	6,125	17,290
1966.....	11,401	6,422	17,823

\* Primary System includes Interstate mileage.

\*\* Secondary System created by 1949 Legislature.

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

## FIRST DISTRICT

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Charlotte . . . . .	Primary . . . . .	82.376	8,922	\$ 161,165.80	\$ 198,135.85	\$ 3,122,342.92	\$ 221,355.80	\$ 1,323,955.03	\$ 9,014,171.55
	Secondary . . . . .	54.689	1,329	34,927.06	34,198.32	216,272.92	698,218.02	349,664.36	2,813,500.08
	Total . . . . .	137.065	10,251	\$ 196,092.86	\$ 232,334.17	\$ 3,338,615.84	\$ 919,573.82	\$ 1,673,619.39	\$ 11,827,671.63
DeSoto . . . . .	Primary . . . . .	79.981	3,699	\$ 81,440.17	\$ 99,844.42	\$ 1,666,003.70	\$ 93,473.06	\$ 159,800.32	\$ 6,657,494.40
	Secondary . . . . .	43.413	2,476	25,530.77	31,933.47	199,444.93	405,944.47	140,189.74	2,662,211.83
	Total . . . . .	123.394	6,175	\$ 106,970.94	\$ 131,777.89	\$ 1,865,448.63	\$ 499,417.53	\$ 299,990.06	\$ 9,319,706.23
Glades . . . . .	Primary . . . . .	95.148	4,789	\$ 154,218.56	\$ 177,823.64	\$ 3,136,192.54	\$ 110,478.14	\$ 511,639.20	\$ 10,028,760.78
	Secondary . . . . .	47.656	.487	27,258.46	22,500.33	236,330.81	200,900.42	202,601.55	2,020,920.65
	Total . . . . .	142.804	5,276	\$ 181,477.02	\$ 200,323.97	\$ 3,372,523.35	\$ 311,378.56	\$ 714,240.75	\$ 12,049,681.43
Hardee . . . . .	Primary . . . . .	102.105	2,834	\$ 92,365.12	\$ 127,115.34	\$ 1,455,893.87	\$ 259,125.81	\$ 77,125.47	\$ 4,387,045.33
	Secondary . . . . .	82.683	2,623	43,975.49	63,475.38	439,163.62	428,538.13	192,100.22	4,317,172.10
	Total . . . . .	184.788	5,457	\$ 136,340.61	\$ 190,590.72	\$ 1,895,057.49	\$ 687,663.94	\$ 269,225.69	\$ 8,704,217.43
Hendry . . . . .	Primary . . . . .	85.277	2,460	\$ 159,634.42	\$ 156,215.98	\$ 2,654,824.08	\$ 964.41	\$ 128,261.44	\$ 7,951,131.44
	Secondary . . . . .	106.770	1,177	93,093.37	130,852.62	729,318.23	728,022.81	105,205.12	4,629,417.93
	Total . . . . .	192.047	3,637	\$ 252,727.79	\$ 287,068.60	\$ 3,384,142.31	\$ 728,987.22	\$ 233,466.56	\$ 12,580,549.37
Hernando . . . . .	Primary . . . . .	140.428	2,368	\$ 147,929.41	\$ 226,267.97	\$ 3,268,425.78	\$ 2,636,956.72	\$ 1,986,636.33	\$ 14,516,558.36
	Secondary . . . . .	60.158	104	75,277.34	86,834.47	612,517.48	217,383.70	267,629.13	2,060,874.46
	Total . . . . .	200.586	2,472	\$ 223,206.75	\$ 313,102.44	\$ 3,880,943.26	\$ 2,854,340.42	\$ 2,254,265.46	\$ 16,577,432.82
Highlands . . . . .	Primary . . . . .	141.985	3,262	\$ 153,732.83	\$ 166,226.19	\$ 2,849,512.73	\$ 281,229.65	\$ 648,367.48	\$ 11,766,938.88
	Secondary . . . . .	80.189	1,603	66,125.10	62,414.77	423,958.23	124,166.30	710,085.92	5,027,473.73
	Total . . . . .	222.174	4,865	\$ 219,857.93	\$ 228,640.96	\$ 3,273,470.96	\$ 405,395.95	\$ 1,358,453.40	\$ 16,794,412.61
Hillsborough . . . . .	Primary . . . . .	333.999	43,315	\$ 1,004,738.68	\$ 952,369.96	\$ 11,129,676.41	\$ 7,479,506.97	\$ 7,288,509.57	\$ 136,064,309.97
	Secondary . . . . .	152.064	5,084	124,444.59	158,466.72	864,760.31	2,262,340.39	1,815,919.94	18,287,579.93
	Total . . . . .	486.063	48,399	\$ 1,129,183.27	\$ 1,110,836.68	\$ 11,994,436.72	\$ 9,741,847.36	\$ 9,104,429.51	\$ 154,351,889.90
Lee . . . . .	Primary . . . . .	124.015	13,971	\$ 314,928.48	\$ 349,564.63	\$ 4,590,107.37	\$ 1,976,011.94	\$ 694,817.33	\$ 17,546,833.30
	Secondary . . . . .	102.216	6,356	131,139.40	122,021.72	1,239,271.71	1,334,599.23	498,368.00	8,027,768.53
	Total . . . . .	226.231	20,327	\$ 446,067.88	\$ 471,586.35	\$ 5,829,379.08	\$ 3,310,611.17	\$ 1,193,185.33	\$ 25,574,601.83



## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

## FIRST DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Manatee . . . . .	Primary . . . . .	184,798	18,659	\$ 219,366.42	\$ 276,980.54	\$ 4,373,873.76	\$ 2,372,169.29	\$ 1,387,416.92	\$ 23,976,172.44
	Secondary . . . . .	14,309	743	6,407.56	14,459.74	143,148.59	.....	.....	1,706,754.39
	Total . . . . .	199,107	19,402	\$ 225,773.98	\$ 291,440.28	\$ 4,517,022.35	\$ 2,372,169.29	\$ 1,387,416.92	\$ 25,682,926.83
Pasco . . . . .	Primary . . . . .	176,297	4,301	\$ 219,855.69	\$ 294,070.68	\$ 3,362,558.22	\$ 4,892,539.38	\$ 1,689,870.20	\$ 24,999,045.95
	Secondary . . . . .	130,502	909	113,300.33	105,893.47	995,748.08	99,887.37	89,464.02	4,410,874.61
	Total . . . . .	306,799	5,210	\$ 333,156.02	\$ 399,964.15	\$ 4,358,306.30	\$ 4,992,426.75	\$ 1,779,334.22	\$ 29,409,920.56
Pinellas . . . . .	Primary . . . . .	211,678	62,082	\$ 560,461.70	\$ 609,701.50	\$ 9,041,238.47	\$ 3,886,890.25	\$ 2,727,769.35	\$ 62,578,425.07
	Secondary . . . . .	71,393	2,854	53,091.44	72,830.08	497,430.30	3,606,740.30	2,753,607.45	17,617,029.93
	Total . . . . .	283,071	64,936	\$ 613,553.14	\$ 682,531.58	\$ 9,538,668.77	\$ 7,493,630.55	\$ 5,481,376.80	\$ 80,195,455.00
Polk . . . . .	Primary . . . . .	443,499	11,509	\$ 707,789.50	\$ 733,643.62	\$ 8,629,933.79	\$ 5,210,119.94	\$ 3,967,257.47	\$ 68,969,706.54
	Secondary . . . . .	234,109	4,148	138,436.40	139,250.64	847,292.73	914,267.71	371,964.64	15,573,386.64
	Total . . . . .	677,608	15,657	\$ 846,225.90	\$ 872,894.26	\$ 9,477,226.52	\$ 6,124,387.65	\$ 4,339,222.11	\$ 84,543,093.18
Sarasota . . . . .	Primary . . . . .	135,521	9,809	\$ 266,547.33	\$ 229,244.62	\$ 3,900,345.43	\$ 2,311,040.24	\$ 2,089,434.21	\$ 24,579,505.42
	Secondary . . . . .	12,033	950	28,496.17	27,947.90	157,153.97	504,138.02	909,650.76	2,320,826.20
	Total . . . . .	147,554	10,759	\$ 295,043.50	\$ 257,192.52	\$ 4,057,499.40	\$ 2,815,178.26	\$ 2,999,084.97	\$ 26,900,331.62
District . . . . .	Primary . . . . .	2,337,107	191,980	\$ 4,244,174.11	\$ 4,597,204.94	\$ 63,180,929.07	\$ 31,731,861.60	\$ 24,680,860.32	\$ 423,036,099.43
	Secondary . . . . .	1,192,184	30,843	961,503.48	1,073,079.63	7,601,811.91	11,525,146.87	8,406,450.85	91,475,791.01
	Total . . . . .	3,529,291	222,823	\$ 5,205,677.59	\$ 5,670,284.57	\$ 70,782,740.98	\$ 43,257,008.47	\$ 33,087,311.17	\$ 514,511,890.44

## SECOND DISTRICT

Alachua . . . . .	Primary . . . . .	313,500	6,936	\$ 471,571.97	\$ 590,866.87	\$ 6,533,549.03	\$ 4,401,931.32	\$ 3,267,271.00	\$ 46,904,980.17
	Secondary . . . . .	211,125	1,961	75,341.89	104,395.16	881,021.54	1,084,473.19	392,017.39	8,104,384.65
	Total . . . . .	524,625	8,897	\$ 546,913.86	\$ 695,262.03	\$ 7,414,570.57	\$ 5,486,404.51	\$ 3,659,288.39	\$ 55,009,364.82
Baker . . . . .	Primary . . . . .	105,092	3,704	\$ 140,707.49	\$ 178,548.40	\$ 2,022,860.62	\$ 71,270.54	\$ 200,389.28	\$ 14,364,788.36
	Secondary . . . . .	78,140	1,690	70,637.81	45,361.38	400,751.43	16,565.09	334,664.79	2,825,295.54
	Total . . . . .	183,232	5,394	\$ 211,345.30	\$ 223,909.78	\$ 2,423,612.05	\$ 87,835.63	\$ 535,054.07	\$ 17,190,083.90

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

## SECOND DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Bradford . . . . .	Primary . . . . .	102.329	2,101	\$ 104,707.38	\$ 123,731.01	\$ 1,974,015.04	\$ 244,202.33	\$ 504,801.53	\$ 10,404,479.62
	Secondary . . . . .	77.454	751	46,851.63	53,854.42	392,911.35	106,760.35	348,184.90	2,036,047.43
	Total . . . . .	179.783	2,852	\$ 151,559.01	\$ 177,585.43	\$ 2,366,926.39	\$ 350,962.68	\$ 852,986.43	\$ 12,440,527.05
Clay . . . . .	Primary . . . . .	148.814	6,534	\$ 243,252.28	\$ 205,756.16	\$ 3,813,851.24	\$ 239,508.52	\$ 203,488.76	\$ 12,480,456.04
	Secondary . . . . .	89.499	1,278	67,694.18	99,728.87	508,705.32	686,094.71	743,914.40	4,370,074.71
	Total . . . . .	238.313	7,812	\$ 310,946.46	\$ 305,485.03	\$ 4,322,556.56	\$ 925,603.23	\$ 947,403.16	\$ 16,850,530.75
Columbia . . . . .	Primary . . . . .	214.154	6,865	\$ 381,843.89	\$ 477,986.50	\$ 3,912,023.49	\$ 1,148,782.99	\$ 1,102,701.31	\$ 31,646,163.33
	Secondary . . . . .	135.011	2,051	53,331.45	97,755.50	463,733.86	1,512,861.50	877,564.09	5,889,010.19
	Total . . . . .	349.165	8,916	\$ 435,175.34	\$ 575,742.00	\$ 4,375,757.35	\$ 2,661,644.49	\$ 1,980,265.40	\$ 37,535,173.52
Dixie . . . . .	Primary . . . . .	82.548	2,753	\$ 98,385.63	\$ 106,000.95	\$ 1,616,137.01	\$ 536,643.60	\$ 1,566,237.74	\$ 10,355,414.82
	Secondary . . . . .	80.592	1,448	27,921.96	62,326.53	365,694.63	280,144.39	644,660.30	3,341,066.73
	Total . . . . .	163.140	4,201	\$ 126,307.59	\$ 168,327.48	\$ 1,981,831.64	\$ 816,787.99	\$ 2,210,898.04	\$ 13,696,481.55
Duval . . . . .	Primary . . . . .	326.536	59,521	\$ 1,175,353.93	\$ 1,286,496.16	\$ 21,414,139.04	\$ 9,220,639.46	\$ 12,663,765.47	\$ 119,965,752.38
	Secondary . . . . .	32.014	877	17,227.63	26,387.55	885,273.99	2,882,756.22	4,691,650.99	27,359,967.34
	Total . . . . .	358.550	60,398	\$ 1,192,581.56	\$ 1,312,883.71	\$ 22,299,413.03	\$ 12,103,395.68	\$ 17,355,416.46	\$ 147,325,719.72
Gilchrist . . . . .	Primary . . . . .	73.934	830	\$ 40,987.63	\$ 55,209.04	\$ 846,880.82	\$ 25,168.91	\$ 22,021.09	\$ 2,635,414.20
	Secondary . . . . .	71.495	576	11,664.11	20,290.43	183,416.15	271,968.98	573,426.10	2,299,711.11
	Total . . . . .	145.429	1,406	\$ 52,651.74	\$ 75,499.47	\$ 1,030,296.97	\$ 297,137.89	\$ 595,447.19	\$ 4,935,125.31
Hamilton . . . . .	Primary . . . . .	122.798	4,918	\$ 188,919.37	\$ 213,581.43	\$ 2,285,181.67	\$ 148,636.29	\$ 192,716.44	\$ 15,904,644.66
	Secondary . . . . .	52.281	1,563	17,455.10	31,142.59	207,403.39	239,208.46	102,973.51	2,012,136.16
	Total . . . . .	175.079	6,481	\$ 206,374.47	\$ 244,724.02	\$ 2,492,585.06	\$ 387,844.75	\$ 295,689.95	\$ 17,916,780.82
Lafayette . . . . .	Primary . . . . .	72.579	3,080	\$ 66,272.01	\$ 67,894.23	\$ 1,254,087.03	\$ 3,260.17	\$ 49,234.66	\$ 3,853,820.36
	Secondary . . . . .	81.218	98	19,877.04	38,757.26	236,936.87	107,133.48	681,661.40	2,753,920.99
	Total . . . . .	153.797	3,178	\$ 86,149.05	\$ 106,651.49	\$ 1,491,023.90	\$ 110,393.65	\$ 730,896.06	\$ 6,607,741.35
Levy . . . . .	Primary . . . . .	234.388	4,237	\$ 326,040.00	\$ 257,446.64	\$ 3,880,710.68	\$ 1,814,048.29	\$ 1,648,720.41	\$ 14,288,305.81
	Secondary . . . . .	195.578	980	68,185.50	75,939.17	709,280.90	1,305,411.14	1,655,002.13	7,906,853.03
	Total . . . . .	429.966	5,217	\$ 394,225.50	\$ 333,385.81	\$ 4,589,991.58	\$ 3,119,459.43	\$ 3,303,722.54	\$ 22,195,158.84

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

## SECOND DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Madison . . . . .	Primary . . . . .	128,660	3,376	\$ 142,235.10	\$ 125,587.21	\$ 2,745,061.08	\$ 311,938.14	\$ 35,053.99	\$ 9,200,911.63
	Secondary . . . . .	100,525	487	66,643.76	66,153.69	506,881.68	87,986.97	484,984.09	3,603,036.41
	Total . . . . .	229,185	3,863	\$ 208,878.86	\$ 191,740.90	\$ 3,251,942.76	\$ 399,925.11	\$ 520,038.08	\$ 12,803,948.04
Nassau . . . . .	Primary . . . . .	106,497	8,072	\$ 466,311.00	\$ 456,551.92	\$ 6,298,307.10	\$ 107,845.65	\$ 78,385.94	\$ 14,105,125.62
	Secondary . . . . .	109,056	1,464	110,812.44	101,293.05	781,368.46	163,525.02	30,944.76	2,166,478.67
	Total . . . . .	215,555	9,536	\$ 577,123.44	\$ 557,844.97	\$ 7,079,675.56	\$ 271,370.67	\$ 109,330.70	\$ 16,271,604.29
Suwannee . . . . .	Primary . . . . .	130,226	1,512	\$ 178,762.44	\$ 135,323.73	\$ 2,261,931.16	\$ 281,835.86	\$ 229,003.03	\$ 8,684,042.38
	Secondary . . . . .	130,605	1,241	41,123.32	52,906.53	387,615.14	618,777.76	655,419.65	4,381,448.83
	Total . . . . .	260,831	2,753	\$ 219,885.76	\$ 188,230.26	\$ 2,649,546.30	\$ 900,613.62	\$ 884,422.68	\$ 13,065,491.21
Taylor . . . . .	Primary . . . . .	136,281	4,803	\$ 164,467.55	\$ 198,959.28	\$ 2,677,003.16	\$ 1,862,181.21	\$ 441,510.50	\$ 15,612,131.36
	Secondary . . . . .	116,793	1,192	71,549.68	73,646.09	506,634.29	377,358.15	124,629.26	4,381,448.83
	Total . . . . .	253,074	5,995	\$ 236,017.23	\$ 272,605.37	\$ 3,183,637.45	\$ 2,239,539.36	\$ 566,139.76	\$ 20,335,816.61
Union . . . . .	Primary . . . . .	65,327	2,595	\$ 47,051.44	\$ 45,459.19	\$ 1,354,535.81	\$ 703,927.42	\$ 536,171.51	\$ 4,164,339.00
	Secondary . . . . .	87,481	1,326	28,938.45	45,453.22	209,494.07	201,199.99	182,564.19	1,979,586.75
	Total . . . . .	152,808	3,921	\$ 75,989.89	\$ 90,912.41	\$ 1,564,029.88	\$ 905,127.41	\$ 718,735.70	\$ 6,143,925.75
District . . . . .	Primary . . . . .	2,363,663	121,837	\$ 4,236,869.11	\$ 4,525,398.72	\$ 64,890,273.98	\$ 21,121,820.70	\$ 22,741,472.66	\$ 334,570,769.74
	Secondary . . . . .	1,648,869	18,983	795,255.95	995,391.44	7,627,123.07	9,942,225.40	12,524,261.95	85,752,703.79
	Total . . . . .	4,012,532	140,820	\$ 5,032,125.06	\$ 5,520,790.16	\$ 72,517,397.05	\$ 31,064,046.10	\$ 35,265,734.61	\$ 420,323,473.53

## THIRD DISTRICT

Bay . . . . .	Primary . . . . .	201,435	15,299	\$ 436,943.53	\$ 504,211.01	\$ 7,735,146.35	\$ 2,508,993.91	\$ 1,619,496.86	\$ 27,352,024.68
	Secondary . . . . .	114,254	1,316	114,491.23	104,164.63	819,771.11	555,787.27	948,181.78	8,281,191.75
	Total . . . . .	315,689	16,615	\$ 551,434.76	\$ 608,375.64	\$ 8,554,917.46	\$ 3,064,781.18	\$ 2,567,678.64	\$ 35,633,216.43
Calhoun . . . . .	Primary . . . . .	113,953	12,348	\$ 131,469.13	\$ 136,155.45	\$ 2,483,924.36	\$ . . . . .	\$ 3,028.25	\$ 4,642,935.74
	Secondary . . . . .	60,666	954	26,736.80	33,925.84	298,163.17	82,235.09	157,879.46	2,407,800.91
	Total . . . . .	174,619	13,302	\$ 158,205.93	\$ 170,081.29	\$ 2,782,087.53	\$ 82,235.09	\$ 160,907.71	\$ 7,050,736.65

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

THIRD DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Escambia . . . . .	Primary . . . . .	225,204	37,999	\$ 581,107.95	\$ 590,634.00	\$ 7,516,012.63	\$ 3,376,905.50	\$ 5,444,593.38	\$ 53,457,743.15
	Secondary . . . . .	182,872	3,659	145,406.61	160,924.15	2,003,373.14	1,149,218.20	605,517.74	10,551,901.68
	Total . . . . .	408,076	41,657	\$ 726,514.56	\$ 751,558.15	\$ 9,519,385.77	\$ 4,526,123.70	\$ 6,050,111.12	\$ 64,009,644.83
Franklin . . . . .	Primary . . . . .	98,907	23,916	\$ 196,910.07	\$ 203,640.35	\$ 4,876,715.63	\$ 382.94	\$ 102,066.55	\$ 7,637,581.47
	Secondary . . . . .	71,732	13,516	44,129.10	58,504.81	753,201.43	2,857,682.27	751,539.41	6,434,787.43
	Total . . . . .	170,639	37,432	\$ 241,039.17	\$ 262,145.16	\$ 5,629,917.06	\$ 2,858,065.21	\$ 853,605.96	\$ 14,072,368.90
Gadsden . . . . .	Primary . . . . .	126,632	6,048	\$ 193,582.25	\$ 131,230.46	\$ 2,826,219.03	\$ 1,419,951.14	\$ 1,209,186.80	\$ 11,940,670.07
	Secondary . . . . .	177,777	2,463	100,341.92	101,840.68	779,141.39	143,772.84	354,656.80	4,244,419.01
	Total . . . . .	304,409	8,511	\$ 293,924.17	\$ 233,071.14	\$ 3,605,360.42	\$ 1,563,723.98	\$ 1,563,843.60	\$ 16,185,089.08
Gulf . . . . .	Primary . . . . .	90,530	2,487	\$ 204,734.51	\$ 199,972.00	\$ 3,684,218.15	\$ 195,377.20	\$ 505,106.59	\$ 6,927,928.87
	Secondary . . . . .	75,548	1,675	42,771.83	59,488.74	375,455.08	163,168.62	220,259.02	3,623,918.70
	Total . . . . .	166,078	4,162	\$ 247,506.34	\$ 259,460.74	\$ 4,059,673.23	\$ 358,545.82	\$ 725,365.61	\$ 10,551,847.57
Holmes . . . . .	Primary . . . . .	133,436	7,126	\$ 138,699.52	\$ 188,417.18	\$ 3,157,845.66	\$ 46,449.40	\$ 73,955.59	\$ 5,860,249.25
	Secondary . . . . .	98,670	1,763	69,651.89	44,793.68	439,222.06	396,875.74	32,815.41	3,006,736.83
	Total . . . . .	232,106	8,889	\$ 208,351.41	\$ 233,210.86	\$ 3,597,067.72	\$ 443,325.14	\$ 106,771.00	\$ 8,866,986.08
Jackson . . . . .	Primary . . . . .	270,429	10,466	\$ 447,375.20	\$ 392,198.81	\$ 6,057,711.72	\$ 847,328.75	\$ 623,984.31	\$ 15,162,223.10
	Secondary . . . . .	149,241	1,031	58,828.60	74,636.86	509,062.33	528,153.65	489,002.70	5,257,545.09
	Total . . . . .	419,670	11,497	\$ 506,203.80	\$ 466,835.67	\$ 6,566,774.05	\$ 1,375,482.40	\$ 1,112,987.01	\$ 20,419,768.19
Jefferson . . . . .	Primary . . . . .	124,160	3,286	\$ 176,395.29	\$ 157,377.74	\$ 2,561,007.35	\$ 1,194,412.64	\$ 216,574.22	\$ 13,084,991.34
	Secondary . . . . .	67,832	932	14,851.42	21,935.43	267,300.25	406,652.99	701,628.84	2,650,129.99
	Total . . . . .	191,992	4,218	\$ 191,246.71	\$ 179,313.17	\$ 2,828,307.60	\$ 1,601,065.63	\$ 918,203.06	\$ 15,735,121.33
Leon . . . . .	Primary . . . . .	187,921	4,050	\$ 414,899.29	\$ 433,979.77	\$ 5,175,154.01	\$ 3,285,944.76	\$ 4,047,041.20	\$ 27,933,393.24
	Secondary . . . . .	129,937	967	87,837.87	106,744.25	932,251.88	344,109.55	861,269.72	7,511,118.03
	Total . . . . .	317,858	5,017	\$ 502,737.16	\$ 540,724.02	\$ 6,107,405.89	\$ 3,630,054.31	\$ 4,908,310.92	\$ 35,444,511.27
Liberty . . . . .	Primary . . . . .	111,481	3,898	\$ 79,599.56	\$ 93,212.15	\$ 1,404,833.08	\$ (952.26)	\$ 7,070.36	\$ 4,103,407.42
	Secondary . . . . .	89,963	2,659	36,378.70	43,850.17	437,754.03	298,729.27	389,289.02	3,124,634.84
	Total . . . . .	201,444	6,557	\$ 115,978.26	\$ 137,062.32	\$ 1,842,587.11	\$ 297,777.01	\$ 396,359.38	\$ 7,228,042.26

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

THIRD DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Okaloosa . . . . .	Primary . . . . .	174.083	18,598	\$ 462,651.54	\$ 557,261.69	\$ 6,783,139.89	\$ 2,118,435.91	\$ 3,365,092.37	\$ 25,147,473.73
	Secondary . . . . .	109.137	1,590	103,352.01	187,958.14	990,266.19	616,753.49	170,921.43	4,789,896.32
	Total . . . . .	283.220	20,188	\$ 566,003.55	\$ 745,219.83	\$ 7,773,406.08	\$ 2,735,189.40	\$ 3,536,013.80	\$ 29,937,370.05
Santa Rosa . . . . .	Primary . . . . .	222.483	16,189	\$ 305,566.17	\$ 500,317.09	\$ 5,240,438.82	\$ 1,367,692.41	\$ 2,978,126.06	\$ 19,083,348.59
	Secondary . . . . .	132.476	4,955	76,526.44	98,408.73	724,291.29	423,727.62	152,123.82	6,763,263.21
	Total . . . . .	354.959	21,144	\$ 382,092.61	\$ 598,725.82	\$ 5,964,730.11	\$ 1,791,420.03	\$ 3,130,249.88	\$ 25,846,611.80
Wakulla . . . . .	Primary . . . . .	133.402	3,091	\$ 122,344.79	\$ 100,283.90	\$ 1,728,514.18	\$ 578,278.26	\$ 22,950.87	\$ 5,525,010.93
	Secondary . . . . .	56.120	438	17,556.28	20,918.50	338,102.21	165,606.21	345,773.71	3,197,821.61
	Total . . . . .	189.522	3,529	\$ 139,901.07	\$ 121,202.40	\$ 2,066,616.39	\$ 743,884.47	\$ 368,724.58	\$ 8,722,832.54
Walton . . . . .	Primary . . . . .	205.994	17,337	\$ 341,383.36	\$ 340,721.48	\$ 5,686,594.89	\$ 142,376.29	\$ 833,332.16	\$ 8,685,665.91
	Secondary . . . . .	159.035	3,807	128,570.49	156,854.35	1,069,247.21	419,470.36	459,256.71	6,545,999.45
	Total . . . . .	365.029	21,144	\$ 469,953.85	\$ 497,575.83	\$ 6,755,842.10	\$ 561,846.65	\$ 1,292,588.87	\$ 15,231,665.36
Washington . . . . .	Primary . . . . .	115.089	7,529	\$ 166,669.59	\$ 183,636.29	\$ 2,754,247.97	\$ 178,352.86	\$ 145,003.85	\$ 6,524,413.01
	Secondary . . . . .	89.236	1,742	49,864.09	55,887.72	551,484.53	367,047.28	231,178.90	3,253,049.67
	Total . . . . .	204.325	9,271	\$ 216,533.68	\$ 239,524.01	\$ 3,305,732.50	\$ 545,400.14	\$ 376,182.75	\$ 9,777,462.68
Holmes and Washington . . . . .	Primary . . . . .	.....	.....	.....	.....	\$ 864,663.70	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total . . . . .	.....	.....	.....	.....	\$ 864,663.70	.....	.....	.....
District . . . . .	Primary . . . . .	2,535.139	189,666	\$ 4,400,331.75	\$ 4,713,249.37	\$ 70,536,387.42	\$ 17,259,929.71	\$ 21,196,609.42	\$ 243,069,080.50
	Secondary . . . . .	1,764.496	43,467	1,117,295.28	1,330,836.68	11,288,087.30	8,918,990.45	6,871,294.47	81,644,214.52
	Total . . . . .	4,299.635	233,133	\$ 5,517,627.03	\$ 6,044,086.05	\$ 81,824,474.72	\$ 26,178,920.16	\$ 28,067,903.89	\$ 324,713,275.02

## FOURTH DISTRICT

Broward . . . . .	Primary . . . . .	190.962	11,063	\$ 558,350.25	\$ 700,205.74	\$ 6,869,747.37	\$ 8,457,943.36	\$ 7,679,546.56	\$ 57,341,190.31
	Secondary . . . . .	41.838	3,219	92,817.19	144,146.50	991,157.68	4,572,966.37	1,292,744.79	14,035,383.78
	Total . . . . .	232.800	14,282	\$ 651,167.44	\$ 844,352.24	\$ 7,860,905.05	\$ 13,030,909.73	\$ 8,972,291.35	\$ 71,376,574.09

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

## FOURTH DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Collier .....	Primary .....	178.008	11,266	\$ 213,018.64	\$ 247,945.96	\$ 3,949,493.54	\$ 3,001,083.16	\$ 3,865,335.18	\$ 20,549,095.82
	Secondary .....	147.343	2,608	35,317.57	53,651.64	645,057.36	476,907.54	636,416.52	8,152,787.05
	Total .....	325.351	13,874	\$ 248,336.21	\$ 301,597.60	\$ 4,594,550.90	\$ 3,477,990.70	\$ 4,501,751.70	\$ 28,701,882.87
Dade .....	Primary .....	303.728	48,517	\$ 832,442.60	\$ 894,016.60	\$ 9,868,127.24	\$ 13,968,553.45	\$ 22,757,416.50	\$ 221,629,937.24
	Secondary .....	.....	.....	.....	.....	19,593.59	5,775,947.59	3,787,180.58	24,473,544.50
	Total .....	303.728	48,517	\$ 832,442.60	\$ 894,016.60	\$ 9,887,720.83	\$ 19,744,501.04	\$ 26,544,597.08	\$ 246,103,531.74
Indian River .....	Primary .....	102.674	10,842	\$ 250,341.17	\$ 204,294.26	\$ 3,233,066.95	\$ 333,813.50	\$ 564,015.78	\$ 13,119,772.09
	Secondary .....	68.505	1,000	39,937.56	55,503.52	321,653.76	360,449.26	139,187.46	2,343,401.98
	Total .....	171.179	11,842	\$ 290,278.73	\$ 259,797.78	\$ 3,554,720.71	\$ 694,262.76	\$ 703,203.24	\$ 15,463,174.07
Martin .....	Primary .....	143.953	13,279	\$ 312,417.84	\$ 304,879.54	\$ 5,324,095.29	\$ 1,927,724.76	\$ 803,113.41	\$ 15,807,706.24
	Secondary .....	29.589	2,098	12,717.90	26,458.61	12,576.52	752,538.77	257,623.12	2,986,585.30
	Total .....	173.542	15,377	\$ 325,135.74	\$ 331,338.15	\$ 5,536,671.81	\$ 2,680,263.53	\$ 1,060,736.53	\$ 18,794,291.54
Monroe .....	Primary .....	129.754	95,278	\$ 466,288.81	\$ 563,889.34	\$ 10,100,578.32	\$ 695,951.85	\$ 1,317,367.27	\$ 16,126,429.60
	Secondary .....	137.336	1,732	72,270.57	70,649.40	524,561.22	1,746,370.30	1,310,059.19	9,713,700.28
	Total .....	267.090	97,010	\$ 538,559.38	\$ 634,538.74	\$ 10,625,139.54	\$ 2,442,322.15	\$ 2,627,426.46	\$ 25,840,129.88
Okeechobee .....	Primary .....	104.335	5,319	\$ 127,614.63	\$ 153,647.26	\$ 3,634,612.37	\$ 387,319.63	\$ 408,019.35	\$ 8,393,746.72
	Secondary .....	66.630	565	21,210.72	24,801.08	223,512.61	439,939.97	476,876.76	3,650,044.49
	Total .....	170.965	5,884	\$ 148,825.35	\$ 178,448.34	\$ 3,858,124.98	\$ 827,259.60	\$ 884,896.11	\$ 12,043,791.21
Palm Beach .....	Primary .....	319.054	16,415	\$ 597,249.08	\$ 629,770.95	\$ 11,392,746.35	\$ 6,235,466.03	\$ 7,852,912.41	\$ 59,116,108.32
	Secondary .....	117.947	7,870	196,762.73	226,699.81	1,656,103.78	5,622,014.99	6,025,795.69	26,377,932.47
	Total .....	437.001	24,285	\$ 794,011.81	\$ 856,470.76	\$ 13,048,850.13	\$ 11,857,481.02	\$ 13,878,708.10	\$ 85,494,040.79
St. Lucie .....	Primary .....	115.569	6,682	\$ 316,035.92	\$ 251,260.14	\$ 4,515,395.84	\$ 986,096.07	\$ 471,804.68	\$ 13,369,809.35
	Secondary .....	61.101	3,142	32,347.92	34,299.57	183,252.45	245,710.13	440,143.25	4,613,276.11
	Total .....	176.670	9,824	\$ 348,383.84	\$ 285,559.71	\$ 4,698,648.29	\$ 1,231,806.20	\$ 911,947.93	\$ 17,983,085.46
District .....	Primary .....	1,588.037	218,661	\$ 3,673,758.94	\$ 3,949,909.79	\$ 58,887,863.27	\$ 35,993,951.81	\$ 45,719,531.14	\$ 425,453,845.69
	Secondary .....	670.289	22,234	503,382.16	636,210.13	4,777,468.97	19,992,844.92	14,366,027.36	96,346,655.96
	Total .....	2,258.326	240,895	\$ 4,177,141.10	\$ 4,586,119.92	\$ 63,665,332.24	\$ 55,986,796.73	\$ 60,085,558.50	\$ 521,800,501.65

## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

## FIFTH DISTRICT

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Brevard . . . . .	Primary . . . . .	273.138	23,186	\$ 658,284.66	\$ 680,672.60	\$ 9,724,981.51	\$ 17,100,236.83	\$ 12,227,164.00	\$ 79,370,576.66
	Secondary . . . . .	53.482	513	42,731.86	57,460.12	396,613.06	26,688.12	264,166.50	3,396,726.72
	Total . . . . .	326.620	23,699	\$ 701,016.52	\$ 738,132.72	\$ 10,121,594.57	\$ 17,126,924.95	\$ 12,491,330.50	\$ 82,767,303.38
Citrus . . . . .	Primary . . . . .	136.672	2,976	\$ 128,570.49	\$ 118,613.37	\$ 2,609,317.78	\$ 409,422.45	\$ 119,436.48	\$ 7,348,049.72
	Secondary . . . . .	76.068	1,026	57,135.97	49,630.67	561,984.77	139,185.77	49,421.37	2,984,205.51
	Total . . . . .	212.740	4,002	\$ 185,706.46	\$ 168,244.04	\$ 3,171,302.55	\$ 548,608.22	\$ 168,857.85	\$ 10,332,255.23
Flagler . . . . .	Primary . . . . .	102.357	2,899	\$ 133,279.44	\$ 182,281.53	\$ 2,283,999.67	\$ 2,805,496.07	\$ 3,589,800.03	\$ 15,532,915.91
	Secondary . . . . .	37.284	1,175	38,117.91	24,723.97	232,455.66	361,508.65	181,888.07	2,276,313.34
	Total . . . . .	139.641	4,074	\$ 171,397.35	\$ 207,005.50	\$ 2,516,455.33	\$ 3,167,004.72	\$ 3,771,688.10	\$ 17,809,229.25
Lake . . . . .	Primary . . . . .	322.540	8,812	\$ 438,616.21	\$ 475,128.38	\$ 7,091,605.34	\$ 2,855,001.68	\$ 2,326,693.81	\$ 33,541,269.88
	Secondary . . . . .	146.400	1,219	95,148.55	119,889.63	713,919.06	310,886.67	866,644.95	7,643,914.60
	Total . . . . .	468.940	10,031	\$ 533,764.76	\$ 595,018.01	\$ 7,805,524.40	\$ 3,165,888.35	\$ 3,193,338.76	\$ 41,185,184.48
Marion . . . . .	Primary . . . . .	398.326	4,321	\$ 425,672.40	\$ 568,558.58	\$ 6,592,845.75	\$ 5,151,313.42	\$ 2,211,325.11	\$ 41,031,215.85
	Secondary . . . . .	204.260	1,076	53,535.66	72,755.52	602,985.93	264,136.15	181,043.96	7,287,678.86
	Total . . . . .	602.586	5,397	\$ 479,208.06	\$ 641,314.10	\$ 7,195,831.68	\$ 5,415,449.57	\$ 2,392,369.07	\$ 48,318,894.71
Orange . . . . .	Primary . . . . .	286.474	13,241	\$ 480,458.57	\$ 581,108.70	\$ 5,664,932.31	\$ 5,272,955.71	\$ 2,618,239.30	\$ 89,204,174.84
	Secondary . . . . .	108.491	1,756	92,999.75	90,531.55	734,528.63	777,924.45	924,047.64	9,645,233.70
	Total . . . . .	394.965	14,997	\$ 573,458.32	\$ 671,640.25	\$ 6,399,460.94	\$ 6,050,880.16	\$ 3,542,286.94	\$ 98,849,408.54
Osceola . . . . .	Primary . . . . .	158.989	5,300	\$ 183,364.83	\$ 196,962.59	\$ 2,918,805.07	\$ 2,755,688.47	\$ 1,951,854.91	\$ 18,203,409.27
	Secondary . . . . .	146.910	4,535	60,053.20	82,111.17	730,239.91	495,196.86	1,138,331.34	7,525,878.51
	Total . . . . .	305.899	9,835	\$ 243,418.03	\$ 279,073.76	\$ 3,649,044.98	\$ 3,250,885.33	\$ 3,090,186.25	\$ 25,729,287.78
Putnam . . . . .	Primary . . . . .	143.021	6,418	\$ 228,260.93	\$ 229,831.20	\$ 4,360,820.02	\$ 770,885.95	\$ 361,360.84	\$ 14,899,577.88
	Secondary . . . . .	89.115	397	58,238.67	48,844.64	522,101.91	15,433.19	215,598.21	4,217,592.24
	Total . . . . .	232.136	6,815	\$ 286,499.60	\$ 278,675.84	\$ 4,882,921.93	\$ 786,319.14	\$ 576,959.05	\$ 19,117,170.12
St. Johns . . . . .	Primary . . . . .	190.232	23,449	\$ 426,828.85	\$ 435,038.29	\$ 7,436,067.08	\$ 4,120,560.58	\$ 6,884,437.72	\$ 30,354,359.87
	Secondary . . . . .	96.352	1,317	58,291.60	80,879.00	549,842.12	126,679.48	2,951.81	4,615,025.13
	Total . . . . .	286.584	24,766	\$ 485,120.45	\$ 515,917.29	\$ 7,985,909.20	\$ 4,247,240.06	\$ 6,887,389.53	\$ 34,969,385.00



## STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

FIFTH DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Seminole . . . . .	Primary . . . . .	108.303	3,274	\$ 214,041.24	\$ 252,480.21	\$ 2,737,533.26	\$ 1,329,571.68	\$ 802,139.48	\$ 19,270,427.17
	Secondary . . . . .	42.943	854	45,364.60	36,035.11	276,874.24	418,231.82	175,526.13	2,992,723.92
	Total . . . . .	151.246	4,128	\$ 259,405.84	\$ 288,515.32	\$ 3,014,407.50	\$ 1,747,803.50	\$ 977,665.61	\$ 22,263,151.09
Sumter . . . . .	Primary . . . . .	168.635	9,225	\$ 169,733.99	\$ 157,417.08	\$ 2,235,393.97	\$ 4,825,978.96	\$ 7,182,008.06	\$ 22,547,319.49
	Secondary . . . . .	83.867	844	47,887.91	75,979.72	389,014.19	607,076.39	283,901.17	4,157,990.23
	Total . . . . .	252.502	10,069	\$ 217,621.90	\$ 233,396.80	\$ 2,624,408.16	\$ 5,433,055.35	\$ 7,465,909.23	\$ 26,705,309.72
Volusia . . . . .	Primary . . . . .	288.643	18,452	\$ 540,129.76	\$ 571,061.68	\$ 8,251,254.86	\$ 8,712,123.22	\$ 4,961,003.70	\$ 60,982,572.33
	Secondary . . . . .	61.427	746	52,093.06	61,963.98	449,972.72	34,741.81	547,485.06	6,951,643.19
	Total . . . . .	350.070	19,198	\$ 592,222.82	\$ 633,025.66	\$ 8,701,227.58	\$ 8,746,865.03	\$ 5,508,488.76	\$ 67,934,215.52
District . . . . .	Primary . . . . .	2,577.330	121,553	\$ 4,027,241.37	\$ 4,449,154.21	\$ 61,907,556.62	\$ 56,109,235.02	\$ 45,235,463.44	\$ 432,285,868.87
	Secondary . . . . .	1,146.599	15,458	701,598.74	800,805.08	6,160,532.20	3,577,689.36	4,831,006.21	63,694,925.95
	Total . . . . .	3,723.929	137,011	\$ 4,728,840.11	\$ 5,249,959.29	\$ 68,068,088.82	\$ 59,686,924.38	\$ 50,066,469.65	\$ 495,980,794.82



STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1966

SUMMARY

System	Maintenance Length		Maintenance Cost			Construction Cost		
	Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
<b>FIRST DISTRICT</b>								
Primary .....	2,337.107	191,980	\$ 4,244,174.11	\$ 4,597,204.94	\$ 63,180,929.07	\$ 31,731,861.60	\$ 24,680,860.32	\$ 423,036,099.43
Secondary .....	1,192.184	30,843	961,503.48	1,073,079.63	7,601,811.91	11,525,146.87	8,406,450.85	91,475,791.01
Total .....	3,529.291	222,823	\$ 5,205,677.59	\$ 5,670,284.57	\$ 70,782,740.98	\$ 43,257,008.47	\$ 33,087,311.17	\$ 514,511,890.44
<b>SECOND DISTRICT</b>								
Primary .....	2,363.663	121,837	\$ 4,236,869.11	\$ 4,525,398.72	\$ 64,890,273.98	\$ 21,121,820.70	\$ 22,741,472.66	\$ 334,570,769.74
Secondary .....	1,648.869	18,983	795,255.95	995,391.44	7,627,123.07	9,942,225.40	12,524,261.95	85,752,703.79
Total .....	4,012.532	140,820	\$ 5,032,125.06	\$ 5,520,790.16	\$ 72,517,397.05	\$ 31,064,046.10	\$ 35,265,734.61	\$ 420,323,473.53
<b>THIRD DISTRICT</b>								
Primary .....	2,535.139	189,666	\$ 4,400,331.75	\$ 4,713,249.37	\$ 70,536,387.42	\$ 17,259,929.71	\$ 21,196,609.42	\$ 243,069,060.50
Secondary .....	1,764.496	43,467	1,117,295.28	1,330,836.68	11,288,087.30	8,918,990.45	6,871,294.47	81,644,214.52
Total .....	4,299.635	233,133	\$ 5,517,627.03	\$ 6,044,086.05	\$ 81,824,474.72	\$ 26,178,920.16	\$ 28,067,903.89	\$ 324,713,275.02
<b>FOURTH DISTRICT</b>								
Primary .....	1,588.037	218,661	\$ 3,673,758.94	\$ 3,949,909.79	\$ 58,887,863.27	\$ 35,993,951.81	\$ 45,719,531.14	\$ 425,453,845.69
Secondary .....	670.289	22,234	503,382.16	636,210.13	4,777,468.97	19,992,844.92	14,366,027.36	96,346,655.96
Total .....	2,258.326	240,895	\$ 4,177,141.10	\$ 4,586,119.92	\$ 63,665,332.24	\$ 55,986,796.73	\$ 60,085,558.50	\$ 521,800,501.65
<b>FIFTH DISTRICT</b>								
Primary .....	2,577.330	121,553	\$ 4,027,241.37	\$ 4,449,154.21	\$ 61,907,556.62	\$ 56,109,235.02	\$ 45,235,463.44	\$ 432,285,868.87
Secondary .....	1,146.599	15,458	701,598.74	800,805.08	6,160,532.20	3,577,689.36	4,831,006.21	63,694,925.95
Total .....	3,723.929	137,011	\$ 4,728,840.11	\$ 5,249,959.29	\$ 68,068,088.82	\$ 59,686,924.38	\$ 50,066,469.65	\$ 495,980,794.82
<b>STATE-WIDE PROJECTS (YOUTH CORPS, RADIO SURVEY, ETC.)</b>								
Primary .....	.....	.....	.....	.....	.....	\$ 53,920.43	\$ 184,035.39	\$ 3,550,057.25
Total .....	.....	.....	.....	.....	.....	\$ 53,920.43	\$ 184,035.39	\$ 3,550,057.25
<b>STATE-WIDE</b>								
Primary .....	11,401.276	843,697	\$ 20,582,375.28	\$ 22,234,917.03	\$319,403,010.36	\$162,270,719.27	\$159,757,972.37	\$1,861,965,701.48
Secondary .....	6,422.437	130,985	4,079,035.61	4,836,322.96	37,455,023.55	53,956,897.00	46,999,040.84	418,914,291.23
Total .....	17,823.713	974,682	\$ 24,661,410.89	\$ 27,071,239.99	\$356,858,033.81	\$216,227,616.27	\$206,757,013.21	\$2,280,879,992.71

FLORIDA STATE ROAD DEPARTMENT  
STATEMENTS OF CONDITION  
JUNE 30, 1965

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
<b>ASSETS</b>					
Cash:					
Petty Cash Accounts .....	\$ 40,000.00	\$ 40,000.00	\$ .....	\$ .....	\$ .....
Cash in Banks .....	920,483.62	.....	.....	.....	920,483.62
Cash in Court Registries .....	18,508,721.64	9,755,976.93	4,583,916.55	4,168,828.16	.....
Cash in State Treasury .....	21,087,508.35	9,182,064.79	3,288,859.51	8,616,584.05	.....
Investments:					
United States Securities .....	89,738,077.48	21,222,021.61	28,067,127.59	40,448,928.28	.....
Receivables:					
Due from Other Road Funds .....	NA	3,213,701.63	5,000,000.00	.....	.....
Due from Other Government Units .....	9,669,036.98	9,669,036.98	.....	.....	.....
Due from Others .....	547,676.58	416,327.37	66,863.91	64,485.30	.....
Inventories and Other Assets:					
Inventories of Materials and Supplies .....	4,206,255.02	4,206,255.02	.....	.....	.....
Prepaid Expense Items .....	132,326.90	132,326.90	.....	.....	.....
Total Assets .....	<u>\$144,850,086.57</u>	<u>\$ 57,837,711.23</u>	<u>\$ 41,006,767.56</u>	<u>\$ 53,298,825.79</u>	<u>\$ 920,483.62</u>
<b>LIABILITIES</b>					
Liabilities:					
Vouchers Payable .....	\$ 2,682,375.94	\$ 1,835,430.42	\$ 432,099.09	\$ 414,846.43	\$ .....
Contracts Retainage .....	10,218,547.05	7,489,796.35	1,051,010.58	1,677,740.12	.....
Due to Other Road Funds .....	NA	5,000,000.00	3,207,819.46	(131,104.59)	136,986.76
Other Liabilities .....	1,172,846.46	1,019,799.70	103,764.87	49,281.89	.....
Accrued Leave .....	4,726,145.80	4,726,145.80	.....	.....	.....
Total Liabilities .....	<u>\$ 18,799,915.25</u>	<u>\$ 20,071,172.27</u>	<u>\$ 4,794,694.00</u>	<u>\$ 2,010,763.85</u>	<u>\$ 136,986.76</u>
<b>FUND BALANCES</b>					
Fund Balance June 30, 1965 .....	\$126,050,171.32	\$ 37,766,538.96	\$ 36,212,073.56	\$ 51,288,061.94	\$ 783,496.86

FLORIDA STATE ROAD DEPARTMENT

STATEMENTS OF CONDITION

JUNE 30, 1966

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
<b>ASSETS</b>					
Cash:					
Petty Cash Accounts .....	\$ 42,500.00	\$ 42,500.00	\$ .....	\$ .....	\$ .....
Cash in Banks .....	805,407.93	.....	.....	.....	805,407.93
Cash in Court Registries .....	16,867,269.93	8,059,334.11	4,174,242.17	4,633,693.65	.....
Cash in State Treasury .....	29,500,715.69	15,644,821.41	8,688,203.26	5,167,691.02	.....
Investments:					
United States Securities .....	97,547,509.69	28,366,681.93	24,698,472.64	44,016,364.34	465,990.78
Receivables:					
Due from Other Road Funds .....	NA	2,758,877.31	5,000,000.00	.....	.....
Due from Other Government Units .....	7,523,381.61	7,523,381.61	.....	.....	.....
Due from Others .....	654,407.70	268,805.39	115,491.68	270,110.63	.....
Inventories and Other Assets:					
Inventories of Materials and Supplies .....	240,154.09	240,154.09	.....	.....	.....
Prepaid Expense Items .....	5,047,149.92	5,047,149.92	.....	.....	.....
Total Assets .....	<u>\$158,228,496.56</u>	<u>\$ 67,951,705.77</u>	<u>\$ 42,676,409.75</u>	<u>\$ 54,087,859.64</u>	<u>\$ 1,271,398.71</u>
<b>LIABILITIES</b>					
Liabilities:					
Vouchers Payable .....	\$ 1,581,730.98	\$ 1,018,851.77	\$ 384,121.67	\$ 178,757.54	\$ .....
Contracts Retainage .....	9,582,297.63	7,033,086.27	844,444.53	1,704,766.83	.....
Due to Other Road Funds .....	NA	5,000,000.00	2,122,149.95	518,269.53	118,457.83
Other Liabilities .....	1,325,883.80	1,243,033.52	28,298.63	54,551.65	.....
Accrued Leave .....	5,157,873.72	5,157,873.72	.....	.....	.....
Total Liabilities .....	<u>\$ 17,647,786.13</u>	<u>\$ 19,452,845.28</u>	<u>\$ 3,379,014.78</u>	<u>\$ 2,456,345.55</u>	<u>\$ 118,457.83</u>
<b>FUND BALANCES</b>					
Fund Balance June 30, 1966 .....	<u>\$140,580,710.43</u>	<u>\$ 48,498,860.49</u>	<u>\$ 39,297,394.97</u>	<u>\$ 51,631,514.09</u>	<u>\$ 1,152,940.88</u>

FLORIDA STATE ROAD DEPARTMENT  
STATEMENTS OF REVENUE AND EXPENDITURES  
FISCAL YEAR ENDED JUNE 30, 1965

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
<b>REVENUE</b>					
State Sources:					
Motor Fuel Taxes .....	\$139,156,661.73	\$ 87,360,366.20	\$ 51,796,295.53	\$ .....	\$ .....
Licenses and Permits .....	611,884.91	611,884.91	.....	.....	.....
Fines and Penalties .....	594,904.94	594,904.94	.....	.....	.....
Interest on Investments .....	3,822,639.58	940,649.50	1,177,039.05	1,704,951.03	.....
Toll Collections .....	9,838,513.16	.....	.....	.....	9,838,513.16
Contributions from Other Government Units .....	6,893,084.32	2,992,558.08	357,610.71	2,739,954.89	802,960.64
Reimbursements and Other .....	8,458,376.52	5,637,138.96	2,811,555.70	9,681.86	.....
Sale of Bonds and Certificates .....	24,772,520.22	.....	.....	24,772,520.22	.....
Other State Road Funds .....	NA	1,730,326.29	3,275,726.03	7,343,605.22	5,957,150.04
Federal Sources:					
Interstate Federal Aid .....	45,260,433.88	45,260,433.88	.....	.....	.....
Regular Federal Aid .....	42,894,512.00	40,966,668.54	1,927,843.46	.....	.....
Other Federal Aid .....	592,976.32	592,976.32	.....	.....	.....
Total Revenue .....	<u>\$282,896,507.58</u>	<u>\$186,687,907.62</u>	<u>\$ 61,346,070.48</u>	<u>\$ 36,570,713.22</u>	<u>\$ 16,598,623.84</u>
<b>EXPENDITURES</b>					
Administration .....	\$ 5,154,962.56	\$ 5,154,962.56	\$ .....	\$ .....	\$ .....
Capital Outlay—Buildings and Equipment .....	4,746,526.30	4,746,526.30	.....	.....	.....
Bond and Other Debt Requirements .....	25,983,131.73	277,806.22	11,696,662.93	90,572.23	13,918,090.35
Maintenance .....	24,197,003.58	20,152,366.59	4,044,636.99	.....	.....
Toll Facilities Operation and Maintenance .....	1,724,523.84	.....	.....	.....	1,724,523.84
Contributions to Other Governmental Units .....	3,102,637.56	3,102,637.56	.....	.....	.....
Interfund Contributions .....	NA	6,579,215.16	8,296,992.13	2,493,780.67	936,819.62
Service Charges and Other .....	2,648,073.46	2,648,073.46	.....	.....	.....
Construction and Resurfacing:					
Interstate System .....	71,627,715.49	71,627,715.49	.....	.....	.....
State Systems .....	144,599,900.78	64,985,321.29	42,500,916.90	37,113,662.59	.....
Total Expenditures .....	<u>\$283,784,475.30</u>	<u>\$179,274,624.63</u>	<u>\$ 66,539,208.95</u>	<u>\$ 39,698,015.49</u>	<u>\$ 16,579,433.81</u>

FLORIDA STATE ROAD DEPARTMENT  
STATEMENTS OF REVENUE AND EXPENDITURES  
FISCAL YEAR ENDED JUNE 30, 1966

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
<b>REVENUE</b>					
State Sources:					
Motor Fuel Taxes . . . . .	\$147,998,089.99	\$ 92,950,688.59	\$ 55,047,401.40	\$ . . . . .	\$ . . . . .
Licenses and Permits . . . . .	559,580.34	559,580.34	. . . . .	. . . . .	. . . . .
Fines and Penalties . . . . .	532,462.48	532,462.48	. . . . .	. . . . .	. . . . .
Interest on Investments . . . . .	4,056,033.08	1,144,660.32	1,003,088.61	1,908,284.15	. . . . .
Toll Collections . . . . .	10,224,631.83	. . . . .	. . . . .	. . . . .	10,224,631.83
Contributions from Other Government Units . . . . .	4,611,739.56	3,113,970.36	197,833.48	295,581.62	1,004,354.10
Reimbursements and Other . . . . .	10,922,220.07	2,934,550.60	3,275,313.66	4,712,355.81	. . . . .
Sale of Bonds and Certificates . . . . .	34,339,890.55	. . . . .	. . . . .	34,339,890.55	. . . . .
Other State Road Funds . . . . .	NA	1,962,335.15	3,307,658.37	2,988,765.01	9,184,259.53
Federal Sources:					
Interstate Federal Aid . . . . .	\$ 82,213,812.41*	82,213,812.41	. . . . .	. . . . .	. . . . .
Regular Federal Aid . . . . .	2,383,009.59	. . . . .	2,383,009.59	. . . . .	. . . . .
Other Federal Aid . . . . .	3,061.48	3,061.48	. . . . .	. . . . .	. . . . .
Total Revenue . . . . .	<u>\$297,844,531.38</u>	<u>\$185,415,121.73</u>	<u>\$ 65,214,305.11</u>	<u>\$ 44,244,877.14</u>	<u>\$ 20,413,245.46</u>
<b>EXPENDITURES</b>					
Administration . . . . .	\$ 5,687,822.23	\$ 5,687,822.23	\$ . . . . .	\$ . . . . .	\$ . . . . .
Capital Outlay—Buildings and Equipment . . . . .	2,443,902.67	2,443,902.67	. . . . .	. . . . .	. . . . .
Bond and Other Debt Requirements . . . . .	35,514,751.02	527,795.18	13,537,077.63	4,389,841.49	17,060,036.72
Maintenance . . . . .	28,201,058.97	21,696,603.74	6,504,455.23	. . . . .	. . . . .
Toll Facilities Operation and Maintenance . . . . .	1,824,366.36	. . . . .	. . . . .	. . . . .	1,824,366.36
Contributions to Other Governmental Units . . . . .	3,912,191.22	3,720,735.96	. . . . .	191,455.26	. . . . .
Interfund Contributions . . . . .	NA	4,563,591.11	8,879,899.76	2,840,128.83	1,159,398.36
Service Charges and Other . . . . .	2,416,162.39	2,416,162.39	. . . . .	. . . . .	. . . . .
Construction and Resurfacing:					
Interstate System . . . . .	70,813,149.50	70,813,149.50	. . . . .	. . . . .	. . . . .
State Systems . . . . .	134,265,219.47	64,577,668.98	33,207,551.08	36,479,999.41	. . . . .
Expenditure Contra . . . . .	(1,764,631.56)	(1,764,631.56)	. . . . .	. . . . .	. . . . .
Total Expenditures . . . . .	<u>\$283,313,992.27</u>	<u>\$174,682,800.20</u>	<u>\$ 62,128,983.70</u>	<u>\$ 43,901,424.99</u>	<u>\$ 20,043,801.44</u>

\* Federal Aid Primary & Interstate combined on July 1, 1965

FLORIDA STATE ROAD DEPARTMENT  
SECONDARY FUNDS  
JULY 1, 1964 THROUGH JUNE 30, 1966

County	Fund Balance June 30, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures		Revenue	Expenditures	
Alachua	\$ 551,187.17	\$ 1,133,281.87	\$ 1,493,560.85	\$ 190,908.19	\$ 1,344,100.07	\$ 867,382.93	\$ 567,625.33
Baker	116,926.99	274,547.91	281,516.60	233,290.57	281,516.60	370,181.16	144,626.01
Bay	(24,392.45)	945,743.70	881,638.68	39,712.57	1,513,003.78	1,440,584.29	112,132.00
Bradford	238,309.57	324,979.33	246,979.93	316,168.97	325,879.49	492,680.10	149,368.36
Breward	(206,072.95)	1,030,837.22	672,762.66	90,001.61	1,111,038.40	1,087,749.60	113,290.41
Broward	993,349.09	2,416,815.58	2,704,443.15	645,724.52	2,711,132.75	2,387,326.30	969,550.97
Calhoun	114,932.15	248,281.01	108,971.89	254,241.27	265,245.90	191,805.30	327,681.87
Charlotte	1,016,943.52	573,107.49	892,605.09	697,445.92	595,104.30	722,739.99	569,810.23
Citrus	323,697.54	368,985.07	394,307.79	298,374.82	402,366.89	129,349.58	571,392.13
Clay	507,390.47	466,556.50	191,138.92	782,808.05	484,216.21	580,919.74	686,104.52
Collier	338,606.71	1,383,494.42	1,071,886.12	650,215.01	1,424,438.08	2,387,326.30	740,930.87
Columbia	559,709.47	815,725.88	516,145.45	260,918.90	529,220.99	878,400.98	988,261.09
Dade	7,235,647.37	5,826,920.96	7,034,145.17	6,028,423.16	7,014,338.98	4,344,320.61	8,698,441.53
DeSoto	251,532.03	440,189.18	548,969.89	142,751.32	438,779.06	293,229.14	288,301.24
Dixie	135,268.81	319,038.87	186,160.72	268,146.96	340,596.90	229,265.44	379,478.42
Duval	2,008,950.24	3,527,346.38	5,116,966.82	419,629.80	3,017,109.05	2,807,028.94	629,709.91
Escambia	215,568.13	1,341,862.04	1,405,213.43	1,152,216.74	1,583,702.99	1,238,431.19	427,488.45
Flagler	421,939.46	286,964.56	476,138.00	232,766.02	331,156.42	280,971.81	282,950.63
Franklin	219,166.02	419,886.12	555,279.04	83,773.10	438,621.15	382,981.18	139,413.07
Gadsden	267,279.72	436,289.52	459,332.06	244,237.18	458,682.91	510,932.08	191,988.01
Glades	189,606.32	185,685.60	178,063.20	197,228.72	190,058.72	201,773.30	185,514.14
Glenn	497,532.52	297,245.05	371,088.96	535,688.61	459,227.33	781,809.35	233,106.59
Gulf	59,928.77	277,479.48	277,633.75	59,774.50	255,596.37	406,740.14	51,169.27
Hamilton	422,168.35	269,809.43	256,060.45	435,314.25	282,148.76	135,736.69	581,726.32
Hardee	301,965.83	417,620.21	569,961.64	149,624.40	422,744.15	354,081.32	218,287.23
Henry	398,293.04	985,867.15	985,867.15	(79,266.19)	561,807.20	495,974.54	(13,633.53)
Hernando	361,143.03	364,938.01	342,938.01	387,250.24	385,207.92	595,014.95	377,443.21
Highland	1,451,129.07	609,173.26	412,446.18	1,702,856.15	695,380.43	1,063,521.94	1,334,714.68
Hillsborough	2,116,331.18	2,271,642.96	2,530,580.20	1,857,393.94	2,581,337.77	3,035,085.80	1,403,845.90
Holmes	128,415.32	273,068.62	467,607.11	(66,123.17)	287,510.44	77,609.09	143,778.18
Indian River	172,633.64	371,204.17	489,397.88	54,439.03	425,022.90	291,472.37	187,990.46
Jackson	354,890.96	610,634.84	893,533.85	71,991.95	540,518.86	565,579.28	46,931.53
Jefferson	446,638.19	389,493.22	424,206.16	411,925.25	402,637.68	723,564.27	90,998.66
Lafayette	624,620.15	279,248.43	128,226.43	775,642.15	294,071.15	720,418.66	349,296.64
Lake	416,341.49	461,341.49	1,352,788.26	906,189.53	1,384,767.49	1,283,243.04	1,009,713.96
Lee	426,507.91	945,183.16	995,462.27	276,228.60	901,081.37	688,610.45	488,669.77
Leon	59,383.33	756,683.35	350,267.99	465,798.69	799,796.77	855,496.44	410,099.02
Levy	898,186.43	508,274.71	508,768.29	1,197,692.85	857,378.56	1,417,672.33	637,399.08
Liberty	207,510.05	315,790.58	404,534.05	118,766.58	387,943.99	321,210.09	185,500.48
Madison	629,339.60	434,407.21	154,630.73	909,116.08	458,280.37	551,822.71	815,573.74
Manatee	305,511.49	863,430.81	540,222.62	628,719.68	891,768.47	748,188.14	772,300.01
Marion	44,341.84	1,321,822.07	1,150,671.13	215,492.78	1,395,495.49	928,559.93	682,428.34
Martin	234,433.56	439,397.10	236,243.59	437,587.07	638,166.41	197,877.59	877,875.89
Monroe	2,127,165.27	1,336,182.20	1,966,483.37	1,476,864.10	1,384,038.30	1,704,428.13	1,156,474.27
Nassau	(23,252.21)	391,524.94	341,492.74	26,779.99	410,233.14	332,363.14	104,649.99
Okaloosa	186,773.92	907,832.56	907,832.56	(17,809.72)	740,466.48	703,313.30	19,343.46
Okeechobee	696,663.32	505,208.85	461,717.87	740,154.30	750,251.73	542,723.99	787,682.04
Orange	872,985.69	1,830,954.27	1,869,735.85	834,174.11	1,788,815.54	1,334,125.20	788,664.45
Osceola	671,478.97	980,957.73	976,165.94	676,270.76	929,614.53	1,145,313.82	(145,243.53)
Palm Beach	2,161,138.59	2,539,110.93	3,058,740.49	1,641,509.03	2,622,215.97	2,905,803.32	1,297,921.68
Pasco	(100,948.22)	837,149.63	414,172.96	322,028.45	904,153.76	707,890.26	518,291.95
Pennell	2,855,944.61	4,720,184.46	5,717,677.15	1,856,451.92	3,474,500.03	4,766,955.41	565,996.54
Polk	1,449,298.90	2,009,528.17	3,040,771.52	1,018,055.55	2,126,647.10	2,003,474.32	1,141,228.33
Putnam	(77,771.57)	559,615.72	406,080.17	75,753.99	610,811.43	394,303.20	291,762.21
St. Johns	27,858.61	740,929.79	683,119.20	105,669.20	1,363,618.34	568,593.72	900,693.82
St. Lucie	534,835.60	548,222.27	381,525.46	703,532.41	1,087,053.47	955,402.01	833,183.87
Santa Rosa	(13,484.07)	592,106.27	559,661.19	18,961.01	625,375.62	434,739.27	209,597.36
Sarasota	782,775.97	721,136.44	929,184.26	554,728.15	792,638.79	498,907.79	848,459.15
Seminole	420,281.88	678,937.40	689,662.26	209,557.02	518,411.69	410,662.43	317,306.28
Sumter	490,296.38	435,551.83	534,125.76	522,698.66	520,947.77	535,874.67	535,874.67
Suwannee	892,073.84	486,239.73	486,239.73	659,901.08	708,326.18	419,247.18	419,247.18
Taylor	248,407.84	350,259.20	658,689.19	139,977.65	882,711.39	408,767.70	613,921.34
Union	106,601.32	242,883.57	149,821.02	199,663.87	280,341.67	176,341.48	283,664.06
Volusia	971,562.46	1,642,548.87	1,895,738.55	1,718,372.78	1,947,328.29	1,175,428.93	1,175,428.93
Wakulla	10,020.88	262,112.81	185,210.47	86,923.22	278,378.53	440,443.18	(75,141.43)
Walton	(49,597.70)	618,469.80	633,449.20	(64,577.10)	655,780.86	768,311.61	(177,107.85)
Washington	168,338.59	271,025.03	417,958.46	21,405.16	283,571.49	289,694.38	15,282.27
Totals	\$ 41,405,212.03	\$ 61,346,070.48	\$ 66,539,208.95	\$ 36,212,073.56	\$ 65,214,105.51	\$ 62,128,983.70	\$ 39,297,394.97
Less: Interfund Participations		3,275,726.03	8,296,992.13		3,307,858.37	8,879,894.76	
Net Totals		\$ 58,070,344.45	\$ 58,242,216.82		\$ 61,906,646.74	\$ 53,249,088.94	

# FLORIDA STATE ROAD DEPARTMENT

## BOND TRUST FUNDS

JULY 1, 1964 THROUGH JUNE 30, 1966

County	Fund Balance June 30, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures		Revenue	Expenditures	
Alachua	\$ 389,093.60	\$ 4,224.30	\$ 263,844.03	\$ 129,473.87	\$ 16,400.00	\$ 140,431.36	\$ 5,442.51
Alachua Acquisition	283,614.47	3,612.09	236,901.50	50,325.06	19,628.47	12,396.09	57,557.44
Alachua F.T.A.C.					507,196.18		507,196.18
Baker		1,490,500.00		1,490,500.00	50,493.72	104,676.61	1,436,317.11
Bay	710,865.69	1,357,525.53	2,028,304.80	40,086.42	27,800.00	67,886.42	
Bay F.T.A.C.					505,085.35	505,085.35	
Bradford	11,501.32		11,501.32				
Brevard	5,076.45	8,176.75	7,416.33	5,836.87		67.04	5,769.83
Brevard Causeway	133,620.36		37,026.19	96,594.17	1,498.49	98,092.66	
Broward Bridge Construction	27,779.25		27,779.25				
Broward Construction #1	3,903,673.37	118,015.63	2,966,330.11	1,055,358.89	488,333.36	864,557.62	679,134.63
Broward Construction #2	1,740,741.91	373,888.57	1,715,621.29	399,009.19	265,198.21	473,524.51	190,682.89
Broward Everglade Parkway		7,695,227.07	1,246,862.40	6,448,364.67	265,010.74	2,972,843.59	3,740,531.82
Clay	1,330,091.61	24,469.83	670,554.68	684,006.76	11,230.84	562,582.15	132,655.45
Collier Everglade Parkway		7,074,069.27	1,662,663.00	5,411,406.27	235,009.68	3,116,807.77	2,529,608.18
Columbia	1,074,155.51	29,987.52	899,992.49	204,150.54	187,700.00	400,365.73	(8,515.19)
Dade F.T.A.C.	334,976.99		(6,342.12)	341,319.11		341,319.11	
Dade Construction	3,427,598.75	116,403.28	4,576.68	3,539,425.35	53,735.20	3,593,160.55	
Dade—36th Street Expressway	14,795.16		(7,643.44)	22,438.60		22,416.11	22.49
Dade General Obligation	2,906,737.87	595,339.90	838,982.18	2,663,095.59	7,727.36	720,216.94	1,950,606.01
Dade East-West Expressway					17,764,555.41	2,676,157.63	15,088,397.78
DeSoto	40.24	26,582.58	26,622.82				
Dixie	1,388,342.48	54,478.82	483,995.93	958,825.37	100,614.02	805,209.26	254,230.13
Duval	44,585.17	2,652,328.78	2,193,537.51	503,376.44	4,664,252.82	5,075,536.37	92,092.89
Escambia Acquisition	685,582.33	18,034.03	10,482.78	693,133.58	13,401.74	706,535.32	
Escambia						6,212.72	(6,212.72)
Franklin	3,266,371.67	102,312.14	2,572,086.46	796,597.35	28,445.41	649,228.31	175,814.45
Gilchrist		835,084.54	162,534.00	672,550.54	26,691.37	438,302.96	260,938.95
Glades	12,740.54		12,740.54				
Gulf					198,600.00	198,600.00	
Hardee	1,008.36		1,008.36				
Highlands	356,999.78	16,581.58	16,630.41	356,950.95	8,413.39	386,826.61	(21,462.27)
Hillsborough	2,176,478.42	128,240.00	1,181,567.28	1,123,151.14	222,914.72	519,225.72	826,840.14
Indian River	14,572.02		19,850.22	(5,278.20)	5,278.20		
Lake		1,590,000.00	469,096.57	1,120,903.43	1,724.92	655,759.37	466,868.98
Lee	1,428,171.96	37,455.05	1,194,039.98	271,587.03	11,483.20	257,064.94	26,005.29
Leon	51,536.92		5,244.96	46,291.96		23,590.32	22,930.11
Leon—Construction #82		1,365,232.49	269,114.28	1,096,118.21	34,317.94	377,967.29	752,468.86
Leon—S.R.D. State Office Building		5,110,080.82	653,269.15	4,456,811.67	158,850.46	2,909,739.79	1,705,922.34
Levy	997.95			997.95			997.95
Levy—Construction #2	2,946,349.56	51,380.08	1,907,316.33	1,090,413.31	187,535.21	965,132.59	312,815.93
Liberty					1,657,808.26	312,289.99	1,345,518.27
Manatee—Toll Construction	24,013.60		3.50	24,010.10	267.41	115.77	24,161.74
Manatee—Acquisition	155,232.81		68,522.96	86,709.85		3,624.14	83,724.52
Manatee—Acquisition #81	657,201.86	63,580.76		720,782.62	30,434.00		751,216.62
Marion	151,217.32		37,182.09	114,035.23	2,561.59	1,785.76	114,811.06
Marion—F.T.A.C.					505,505.36		505,505.36
Martin	155,612.50		28,279.00	127,333.50	2,446.72	129,780.22	
Martin—Construction	865,294.13	45,511.08	653,570.54	257,234.67	10,716.41	204,428.81	63,522.27
Monroe					7,898,350.00	354,384.18	7,543,965.82
Nassau	108,647.07	30,671.71	150,689.18	(11,370.40)			
Okaloosa	288,706.09	1,849.59	56,299.40	234,256.28	1,115.25	152,173.40	83,198.13
Orange	254,902.70	1,391.79	182,011.20	74,283.29	514.05	2,314.01	72,483.33
Osceola	2,431,900.03	274,285.40	2,198,192.47	507,992.96	11,848.51	482,890.15	36,951.32
Osceola—Acquisition					1,493,987.50	4,894.07	1,489,093.43

# FLORIDA STATE ROAD DEPARTMENT

## BOND TRUST FUNDS (Continued)

JULY 1, 1964 THROUGH JUNE 30, 1966

County	Fund Balance June 30, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures		Revenue	Expenditures	
Palm Beach	\$ 8,378.70	\$ .	\$ .	\$ 8,378.70	\$ .	\$ 8,378.70	\$ .
Palm Beach—Construction #1	11,678,013.54	391,907.54	5,077,237.38	6,992,683.70	379,342.18	5,962,114.86	1,409,911.02
Pasco	55,932.89		41,421.96	14,510.93	25.00	14,535.93	
Pasco—Construction #82					2,405,778.61	365,004.58	2,040,774.03
Pasco—F.T.A.C.					500,000.00	500,000.00	
Pinellas	3,350,217.64	2,137,471.02	3,722,610.28	1,765,078.38	381,019.12	1,928,297.22	217,800.28
Pinellas Bayway	1,466,301.65	43,271.92	1,258,358.02	251,215.55	1,409.65	138,913.67	113,711.53
Polk	843,291.89	11,384.71	601,472.42	253,204.18	692,066.22	95,448.50	849,821.90
Putnam	24,053.18		1,049.99	23,003.19		6,212.30	16,790.89
Putnam—Construction #82	646,378.85	18,289.71	18,545.17	646,123.39	15,248.95	24,693.30	636,679.04
St. Johns	7,479.23		7,479.23				
St. Johns—F.T.A.C.					505,085.35	505,085.35	
St. Lucie	55,175.38		24,041.71	31,133.67	5,200.00	87.64	36,246.03
St. Lucie—Bridge Construction	1,665.98		1,665.98				
St. Lucie—F.T.A.C.					505,085.35	505,085.35	
Santa Rosa	59,882.47		38,738.87	21,143.60		21,217.66	(74.06)
Santa Rosa—Road Project	348,179.49		123,287.91	224,891.58		169.30	224,722.28
Sarasota	326,935.15	9.00	96,510.71	230,433.44	43,123.86	17,621.61	255,935.69
Sarasota—Bridge	740,313.85	21,063.97	547,831.19	213,546.63	1,514.34	215,060.97	
Seminole	5,250.01		5,250.01	5,250.01	4,083.74	1.74	9,332.01
Seminole—Construction #2	334,237.33		219,239.26	114,998.07	54,180.00	136,534.05	32,644.02
Sumter	643,474.81	5,652.60	517,567.76	131,559.65	52,590.83	154,127.42	30,023.06
Taylor	3,683.34			3,683.34		1.25	3,682.09
Taylor—F.T.A.C.					302,016.19	302,016.19	
Union		1,166,614.04	179,933.93	986,680.11	40,956.87	177,643.02	849,993.96
Volusia—Acquisition	55,691.01		938.11	54,752.90	228.47	10,768.90	44,212.47
Volusia—Bridge		1,478,527.73	61,827.00	1,416,700.73	50,504.44	365,235.04	1,101,970.13
Wakulla					505,505.36	16,616.51	488,888.85
Walton					700.00		700.00
Youth Corps					102,293.46	134,354.62	(32,061.16)
Totals	\$ 54,415,364.21	\$ 36,570,713.22	\$ 39,698,015.49	\$ 51,288,061.94	\$ 44,244,877.14	\$ 43,901,424.99	\$ 51,631,514.09
Less: Interfund Transfers		7,343,605.22	2,493,780.67		2,988,765.01	2,840,128.83	
Net Totals		\$ 29,227,108.00	\$ 37,204,234.82		\$ 41,256,112.13	\$ 41,061,296.16	



FLORIDA STATE ROAD DEPARTMENT  
TOLL FUNDS  
JULY 1, 1964 THROUGH JUNE 30, 1966

Facility	Fund Balance July 1, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures*		Revenue	Expenditures*	
Sunshine Skyway . . . . .	\$ 136,825.23	\$ 2,183,845.99	\$ 2,172,797.87	\$ 147,873.35	\$ 5,061,681.65	\$ 4,683,871.90	\$ 525,683.10
Pinellas Bayway . . . . .	14,272.83	2,613,358.33	2,613,976.91	13,654.25	2,963,272.83	2,948,944.54	27,982.54
Jacksonville Expressway . . . . .	377,310.69	7,051,582.98	7,033,788.20	395,105.47	7,179,509.20	7,202,838.09	371,776.58
Ocean Highway & Port Authority . . . . .	27,490.65	636,469.90	637,517.18	26,443.37	674,406.02	674,958.56	25,890.83
Pensacola Beach Bridge . . . . .	32,406.36	210,793.35	212,883.80	30,315.91	227,198.64	226,104.05	31,410.50
Franklin County Ferries . . . . .	.....	39,913.34	39,913.34	.....	35,830.72	35,830.72	.....
Navarre Bridge. . . . .	(5,078.11)	140,652.21	143,483.74	(7,909.64)	167,265.26	167,478.56	(8,122.94)
Dade—36th Street Expressway . . . . .	133,717.08	3,173,992.83	3,163,801.11	143,908.80	3,362,345.43	3,371,695.11	134,559.12
Bryant Patton Bridge. . . . .	.....	.....	.....	.....	148,047.53	146,455.87	1,591.66
Martin County Bridges. . . . .	2,484.72	.....	2,484.72	.....	.....	.....	.....
Manatee County Bridges. . . . .	17,399.11	.....	17,878.04	(478.93)	.....	.....	(478.93)
Canaveral Causeway . . . . .	27,478.27	548,014.91	540,908.90	34,584.28	593,688.18	585,624.04	42,648.42
Totals. . . . .	<u>\$ 764,306.83</u>	<u>\$ 16,598,623.84</u>	<u>\$ 16,579,433.81</u>	<u>\$ 783,496.86</u>	<u>\$ 20,413,245.46</u>	<u>\$ 20,043,801.44</u>	<u>\$ 1,152,940.88</u>
Less: Current Interfund Transfers. . . . .	.....	6,760,110.68	6,760,110.68	.....	10,188,613.63	10,188,613.63	.....
Net Totals. . . . .	.....	<u>\$ 9,838,513.16</u>	<u>\$ 9,819,323.13</u>	.....	<u>\$ 10,224,631.83</u>	<u>\$ 9,855,187.81</u>	.....

\*Includes Debt Service

FLORIDA STATE ROAD DEPARTMENT  
STATISTICAL STATEMENT SHOWING REVENUES FROM THE SEVERAL SOURCES  
SINCE INAUGURATION OF STATE ROAD DEPARTMENT—OCTOBER, 1915 TO JUNE 30, 1966

	15% and 5% General Administrative and Auto License	State Tax Ad Valorem	Federal Government	Gasoline Inspection and Road Maintenance Fund	Gasoline 1c, 2c, 3c, and 4c	Counties Cities and Miscellaneous Revenue	Second Gas Tax; County Gas Tax Surplus; and County 7th Cent Gas Tax	Toll Revenues	Florida State Improvement Commission and County Bond Funds	Total
1915.	\$ 3,646.90	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ 3,646.90
1916.	30,246.23	.	.	.	.	.	.	.	.	30,246.23
1917.	21,439.42	.	.	.	.	238.79	.	.	.	21,678.21
1918.	278,464.42	175,842.11	9,972.55	.	11,111.22	11,111.22	.	.	.	475,390.30
1919.	349,478.45	290,532.41	11,759.19	.	71,157.76	71,157.76	.	.	.	722,927.81
1920.	499,500.00	694,814.77	209,060.84	17,850.32	.	239,320.49	.	.	.	1,660,546.42
1921.	671,534.91	643,373.16	490,308.38	55,824.74	228,056.41	111,708.76	.	.	.	2,200,806.36
1922.	1,074,352.71	396,206.19	842,965.84	80,803.14	601,336.71	580,716.92	.	.	.	3,576,381.51
1923.	1,394,528.58	427,243.17	830,063.74	91,884.70	1,261,845.08	515,988.35	.	.	.	4,511,553.62
1924.	1,688,697.87	424,392.88	1,071,287.04	196,327.06	2,448,855.49	879,219.83	.	.	.	6,708,780.17
1925.	2,471,495.80	505,109.94	1,080,574.24	249,308.01	4,355,634.61	1,689,856.43	.	.	.	10,351,979.03
1926.	4,713,662.91	524,426.09	1,007,484.16	410,842.46	8,636,358.93	614,137.61	.	.	.	15,906,912.16
1927.	4,523,634.31	132,566.97	1,688,401.62	388,688.75	8,243,691.18	4,426,113.03	.	.	.	19,403,095.86
1928.	3,429,339.97	4,649.30	872,513.91	.	6,770,508.10	3,053,105.82	.	.	.	14,130,117.10
1929.	3,462,721.91	122.38	520,766.72	.	5,855,384.86	1,623,768.92	.	.	.	11,462,764.79
1930.	3,376,477.03	283.16	1,230,204.44	.	4,527,699.18	840,555.08	.	.	.	9,975,218.89
1931.	3,242,397.78	147.92	2,831,807.33	.	5,572,259.67	384,858.21	.	.	.	12,031,470.91
1932.	927.85	7.11	735,557.99	.	6,350,235.99	113,968.45	.	.	.	7,200,697.39
1933.	2,055.02	3.37	3,392,259.89	.	6,062,535.31	140,557.17	.	.	.	9,597,410.76
1934.	.	5.73	5,996,613.21	.	6,990,935.43	167,318.04	.	.	.	13,154,872.41
1935.	.	.90	2,587,674.89	.	7,656,742.47	53,915.27	.	.	.	10,298,333.53
1936.	.	3.25	4,355,421.41	.	8,539,279.15	5,567.07	.	.	.	12,900,270.88
1937.	.	24.35	3,070,182.52	.	9,478,380.79	37,069.91	.	.	.	12,585,657.57
1938.	.	.04	1,968,711.70	.	9,771,785.53	375,338.82	698,672.33	.	.	12,814,508.42
1939.	.	.05	2,975,513.95	.	10,423,741.85	203,646.66	2,593,429.82	.	.	16,196,332.33
1940.	.	.	2,568,733.39	.	11,540,956.72	103,021.70	2,640,806.45	.	.	16,853,518.26
1941.	.	.40	1,996,813.36	.	14,006,948.49	3,704.49	3,831,094.01	.	.	19,838,560.75
1942.	.	.	2,578,868.02	.	10,498,070.19	50,879.98	1,214,596.98	.	.	14,342,415.17
1943.	.	.20	5,100,180.56	.	11,545,557.87	43,556.26	549,318.98	.	.	17,248,613.87
1944.	.	.	6,317,924.83	.	12,377,431.56	77,055.65	842,393.58	.	.	19,614,805.62
1945.	.	.	1,390,512.18	.	14,563,291.98	111,615.18	1,107,359.23	.	.	17,172,778.57
1946.	.	.	1,416,195.26	.	20,507,036.27	319,710.19	3,212,607.43	.	.	25,455,549.15
1947.	32,519.61	.	3,926,657.71	.	23,374,844.59	298,209.00	3,291,228.35	.	.	30,923,459.26
1948.	.	.	4,882,801.95	.	25,402,567.61	436,852.87	4,120,026.19	.	.	33,642,908.46
1949.	.	.	4,098,503.97	.	27,541,817.48	245,407.87	5,205,440.15	6,770.50	(307,311.06)	36,790,628.91
1950.	.	.	4,628,239.09	.	31,194,684.53	403,724.21	12,185,391.74	25,102.06	26,370,248.56	74,807,390.19
1951.	.	.	9,628,816.43	.	34,264,319.85	616,203.61	13,957,870.00	3,305,473.61	16,843,070.02	78,615,753.52
1952.	.	.	6,752,210.23	.	37,943,236.00	541,461.04	16,233,029.12	1,127,426.12	(510,775.00)	62,086,587.51
1953.	.	.	6,701,705.40	.	40,989,220.48	700,772.05	18,704,394.42	1,267,014.25	(40,383,166.77)	27,979,939.83
1954.	.	.	9,572,261.46	.	44,074,343.93	693,508.28	20,594,464.49	1,972,789.16	(174,842.75)	76,732,524.57
1955.	.	.	12,700,621.07	.	48,757,649.25	768,954.81	23,984,002.77	3,626,480.87	23,013,084.84	112,850,793.61
To June 30, 1956.	.	.	6,211,980.84	.	28,165,151.18	1,186,355.09	14,703,306.11	2,169,156.60	(3,743,301.64)	48,692,648.18
Fiscal Year 1956-57	.	.	19,362,730.70	.	56,690,190.83	5,273,205.26	31,493,468.34	4,375,319.86	4,580,793.51	121,775,708.50
1957-1958	.	.	20,946,657.94	.	60,166,058.35	10,401,566.33	33,184,375.65	4,866,167.82	4,050,295.56	133,615,121.65
1958-1959	.	.	58,955,575.64	.	64,360,354.20	4,848,989.01	34,916,502.40	5,371,917.57	42,410,493.44	210,863,832.26
1959-1960	.	.	75,525,274.17	.	68,683,987.24	13,114,408.37	38,480,920.48	5,205,367.09	33,147,217.50	234,157,174.85
1960-1961	.	.	74,389,678.82	.	70,676,249.18	6,594,884.39	40,408,343.13	6,182,704.26	37,179,216.92	235,431,076.70
1961-1962	.	.	38,174,343.90	.	73,416,891.62	9,282,058.84	42,588,081.43	7,341,422.46	9,667,828.34	180,470,626.59
1962-1963	.	.	57,063,876.58	.	77,887,223.65	13,686,461.71	45,167,919.38	8,697,466.65	43,424,483.05	245,927,431.02
1963-1964	.	.	99,656,018.05	.	81,732,287.59	17,697,449.74	48,319,546.96	9,711,846.51	7,330,519.09	264,447,667.94
1964-1965	.	.	88,747,922.20	.	87,360,366.20	20,380,890.27	51,796,295.53	9,838,513.16	24,772,520.22	282,896,507.58
1965-1966	.	.	84,599,883.48	.	92,950,688.59	20,682,035.53	55,047,401.40	10,224,631.83	34,339,890.55	297,844,531.38
	\$ 31,267,121.68	\$ 4,219,755.85	\$745,674,092.79	\$ 1,491,529.18	\$1,284,446,692.17	\$144,702,180.34	\$571,072,286.85	\$ 85,315,570.38	\$270,202,924.22	\$3,138,392,153.46

FLORIDA STATE ROAD DEPARTMENT  
STATISTICAL STATEMENT OF CONSTRUCTION AND MAINTENANCE COSTS  
SINCE INAUGURATION OF STATE ROAD DEPARTMENT  
OCTOBER, 1915 TO JUNE 30, 1966

	Construction of Roads and Bridges	Maintenance of Roads and Bridges	Total
Year 1915	\$ . . . . .	\$ . . . . .	\$ . . . . .
Year 1916	61,026.67	40,757.62	101,784.29
Year 1917	350,884.15	126,295.60	477,179.75
Year 1918	684,433.86	241,160.27	925,594.13
Year 1919	1,105,120.58	378,663.06	1,483,783.64
Year 1920	2,575,265.01	172,054.58	2,747,319.59
Year 1921	3,293,744.81	423,823.10	3,717,567.91
Year 1922	5,692,410.26	516,975.44	6,209,385.70
Year 1923	6,770,254.26	753,424.96	7,523,679.22
Year 1924	10,448,845.94	1,851,231.57	12,300,077.51
Year 1925	19,294,836.34	2,555,025.74	21,849,862.08
Year 1926	11,383,282.51	1,895,804.86	13,279,087.37
Year 1927	7,941,678.87	1,415,921.12	9,357,599.99
Year 1928	6,929,389.31	1,604,926.34	8,534,315.65
Year 1929	8,785,160.31	2,586,055.52	11,371,215.83
Year 1930	4,784,137.08	2,273,469.03	7,057,606.11
Year 1931	20,293,388.25	2,801,955.65	23,095,343.90
Year 1932	9,287,943.54	3,569,846.32	12,857,789.86
Year 1933	7,650,467.99	3,702,047.02	11,352,515.01
Year 1934	9,664,736.28	4,341,152.99	14,005,889.27
Year 1935	7,665,828.32	3,577,098.10	11,242,926.42
Year 1936	6,056,929.36	3,015,808.46	9,072,737.82
Year 1937	10,768,950.22	3,256,951.43	14,025,901.65
Year 1938	12,662,271.25	4,176,638.37	16,838,909.62
Year 1939	11,560,160.91	3,845,764.98	15,405,925.89
Year 1940	9,085,907.64	2,843,899.75	11,929,807.39
Year 1941	11,682,484.10	2,903,123.80	14,585,607.90
Year 1942	13,369,583.47	3,197,769.43	16,567,352.90
Year 1943	9,138,007.96	3,714,095.81	12,852,103.77
Year 1944	13,770,912.29	4,544,560.15	18,315,472.44
Year 1945	43,261,081.04	(4,631,926.38)	38,629,154.66
Year 1946	33,344,680.32	8,404,102.73	41,748,783.05
Year 1947	24,334,555.01	7,739,726.64	32,074,281.65
Year 1948	39,556,899.74	9,044,089.41	48,600,989.15
Year 1949	59,602,172.26	11,466,145.65	71,068,317.91
Year 1950	60,859,218.79	10,784,723.78	71,643,942.57
Year 1951	4,667,500.06	11,587,755.93	16,255,255.99
Year 1952	66,506,246.03	14,399,275.64	80,905,521.67
Year 1953	69,246,268.13	13,417,676.45	82,663,944.58
Year 1954	34,068,622.38	6,615,520.30	40,684,142.68
Year 1955	99,061,645.90	13,590,479.25	112,652,125.15
To June 30, 1956	109,951,714.25	16,611,917.74	126,563,631.99
1956-1957	148,922,223.05	17,000,840.60	165,923,063.65
1957-1958	179,703,986.41	17,839,250.89	197,543,237.30
1958-1959	157,884,521.55	19,979,545.19	177,864,066.74
1959-1960	126,889,822.57	19,499,164.73	146,388,987.30
1960-1961	156,436,708.16	21,110,536.41	177,547,244.57
1961-1962	200,839,456.04	24,340,256.90	225,179,712.94
1962-1963	216,227,616.27	24,661,410.89	240,889,027.16
1963-1964	206,757,013.21	27,071,239.99	233,828,253.20
1964-1965			
1965-1966			
Totals	\$2,280,879,992.71	\$ 356,858,033.81	\$2,637,738,026.52

FLORIDA STATE ROAD DEPARTMENT  
STATEMENT OF ROAD DEPARTMENT OFFICE BUILDING AND ROAD AND BRIDGE LEASE-PURCHASE AGREEMENTS  
PRIMARY, SECONDARY 80% SURPLUS GAS TAX AND PARTICIPATION ISSUES  
JULY 1, 1964 TO JUNE 30, 1966

County	Description	Date of Bond Issue	Balance June 30, 1964	1964-1965		Balance June 30, 1965	1965-1966		Balance June 30, 1966
				Additional Lease-Purchase Agreements Principal and Interest to Maturity	Sinking Fund Payments Investment Interest Refunds to S. R. D.		Additional Lease-Purchase Agreements Principal and Interest to Maturity	Sinking Fund Payments Investment Interest Refunds to S. R. D.	
Alachua	Roads	2-1-60	\$ 1,522,738.43	\$ .	\$ 276,759.85	\$ 1,245,978.58	\$ .	\$ 296,646.25	\$ 949,332.33
Alachua	Roads	8-1-63	274,922.95	93,553.55	93,553.55	181,369.40	72,241.58	109,127.82	
Baker	Roads	5-1-54	(2,448.39)	(2,448.39)	(2,448.39)				
Baker	Roads	2-1-65		2,312,960.00	103,152.13	2,229,807.77		96,671.73	2,127,130.04
Bay	Roads	3-1-59	369,829.29		118,763.27	1,353,535.51		148,401.25	1,205,134.26
Bay	Roads	3-1-63	1,472,298.78		96,378.37	2,433,657.43		97,628.00	2,336,029.43
Bradford	Roads	10-1-60	2,530,035.80		205,892.66	4,679,600.71		194,058.83	4,485,541.88
Brevard	Roads—U.S. 1	5-1-54	4,885,493.37		752,324.75	6,063,427.27		611,866.28	5,451,560.99
Brevard	Roads	11-1-59	6,815,752.02		9,040.00	23,240.00		8,720.00	14,520.00
Broward—City of Fort Lauderdale	Tenth Street Causeway	10-1-38	32,280.00		565,910.23	11,265,799.08		563,105.14	10,702,693.94
Broward	Roads and Bridges	8-1-62	11,831,709.31		3,123,987.77	25,511,069.38		205,765.48	25,305,303.90
Broward—Collier	Everglades Parkway	12-1-63	(820,767.85)	29,455,825.00	31,000.00	140,000.00		30,000.00	110,000.00
Cathoon	Blountstown Bridge	3-1-36	171,000.00		126,208.67	874,541.84		126,387.11	748,154.73
Charlotte	Roads	8-1-58	1,000,750.51		113,395.32	2,487,296.15		114,213.76	2,373,082.39
Clay	Roads	2-1-62	2,600,691.47					72,422.73	72,422.73
Clay	Roads	2-1-66			127,621.52	2,801,244.23		126,459.58	2,674,784.65
Columbia	Roads	12-1-61	2,928,865.75		1,925,323.52	33,441,968.16	33,756,731.25	9,762,302.82	57,436,396.59
Dade	Roads and Bridges	2-1-59; 2-1-65	35,367,291.68		131,179.12	1,967,378.28		131,792.93	1,835,585.35
DeSoto	Roads	1-1-58	2,098,557.40		86,345.26	2,151,850.44		81,696.22	2,070,154.22
Dixie	Roads and Bridges	4-1-63	2,238,195.70		109,825,135.97			6,913,970.62	264,948,501.04
Duval	Jacksonville Expressway	1-1-57	109,825,135.97	286,055,650.00	14,186,178.34	27,186,471.66		249,887.92	5,950,871.66
Duval	Jacksonville Expressway	10-1-63			230,419.06	6,200,759.58		152,224.26	485,064.94
Duval—Nassau	Ocean Highway	11-1-51	6,431,178.64		149,283.93	637,289.20		151,754.24	170,133.79
Escambia	Pensacola Beach Bridge	10-1-47	786,573.13		164,990.99	321,888.03		586,817.43	(7,965.30)
Escambia	Roads	7-1-58	486,879.02		27,966.29	578,852.13		78,701.46	1,618,582.31
Escambia	Roads—U.S. 1	5-1-54	1,777,233.18		79,949.41	1,697,283.77		143,697.01	4,837,318.31
Flagler	Bryant—Patton Bridge	10-1-63	5,071,958.68		64,064.63	4,981,015.32		48,632.63	1,124,641.29
Franklin	Roads	2-1-64	(63,931.45)	1,281,270.00	119,342.40	1,173,273.92		113,851.74	2,052,149.59
Glades	Roads	10-1-58	2,285,343.73		78,068.06	702,953.19		78,258.58	624,694.61
Gulf	Roads	10-1-59	781,021.25				235,100.00	64,928.63	170,171.87
Gulf	Roads	12-1-65			104,969.65	2,534,177.13		102,919.98	2,431,257.15
Hardee	Roads	6-1-60	2,639,146.78		182,919.37	3,861,830.90		172,929.24	3,688,901.66
Hendry	Roads	10-1-58	4,044,750.27		188,551.84	1,625,752.45		178,685.86	1,447,066.59
Highlands	Roads	8-1-60	1,814,304.29		767,913.87	22,555,485.31		844,739.04	21,710,746.27
Hillsborough	Roads and Bridges	9-1-60	23,323,399.18		94,775.47	86,877.63		84,821.79	2,056.04
Indian River	Roads	9-1-62	181,653.30		334,107.41	1,391,862.59		349,939.42	1,041,923.17
Lake	Roads and Bridges	10-1-64		1,725,970.00	213,693.11	4,366,123.84		210,248.20	4,155,875.64
Lee	Roads	10-1-58; 10-1-61	4,579,816.95		2,368,829.01	215,043.25		216,470.95	(1,427.70)
Leon	Roads	4-1-61	2,583,872.26		484,631.67	5,851,623.33		218,136.74	5,633,486.59
Leon	Roads	5-1-64		6,336,255.00	211,820.51	5,005,054.12		208,443.87	4,796,610.25
Levy	Roads	2-1-62	5,216,874.63		73,554.85	233,470.08		233,470.08	233,470.08
Liberty	Roads	5-1-54	307,024.93				2,836,805.00	151,004.99	2,685,800.01
Manatee	Roads	8-1-65			1,672,497.81				
Manatee	Bridges	8-1-53	1,672,497.81		222,781.72	7,244,423.20		191,881.58	7,052,541.62
Manatee	Roads	12-1-63	7,467,204.92		247,006.30	1,297,105.79		251,989.09	1,045,116.70
Marion	Roads	6-1-66	1,544,112.09		100,868.96	4,167,340.19		120,879.70	4,046,460.49
Martin	Roads and Bridges	5-1-53	4,268,209.15				13,402,375.00	500,685.35	12,901,689.35
Monroe	Roads	12-1-65			103,222.24	908,072.94		803,067.03	803,067.03
Nassau	Roads and Bridges	8-1-54	1,011,295.18		92,503.95	1,545,833.86		98,910.64	1,446,923.22
Ocala	Roads	12-1-61	1,638,337.81		120,436.69	4,127,055.55		116,245.75	4,010,809.80
Orange	Roads	2-1-60	4,247,492.24		301,549.90	2,777,101.18		256,503.49	2,520,597.69
Osceola	Roads	8-1-62	3,078,651.08		201,495.49	3,171,377.66		194,230.04	2,977,147.62
Osceola	Roads	12-1-62	3,372,873.15				2,340,495.00	158,868.99	2,181,626.01
Palm Beach	Singer Island Bridge	10-1-47	165,198.24		41,020.02	124,178.22		41,011.66	83,166.56
Palm Beach	Roads and Bridges	2-1-63	23,802,515.86		1,653,414.38	22,149,101.48		1,748,941.99	20,400,159.49
Palm Beach	Eighth Street Bridge	3-1-48	97,497.50		14,827.50	82,670.00		15,437.50	67,232.50
Pasco	Roads	10-1-59	6,176,694.44		219,312.61	5,957,381.83		5,960,186.83	(2,805.00)
Pasco	Roads	10-1-65					9,331,120.00	447,511.36	8,883,608.64

FLORIDA STATE ROAD DEPARTMENT  
STATEMENT OF ROAD DEPARTMENT OFFICE BUILDING AND ROAD AND BRIDGE LEASE-PURCHASE AGREEMENTS  
PRIMARY, SECONDARY 80% SURPLUS GAS TAX AND PARTICIPATION ISSUES (Continued)  
JULY 1, 1964 TO JUNE 30, 1966

County	Description	Date of Bond Issue	Balance June 30, 1964	1964-1965		Balance June 30, 1965	1965-1966		Balance June 30, 1966
				Additional Lease-Purchase Agreements Principal and Interest to Maturity	Sinking Fund Payments Investment Interest Refunds to S. R. D.		Additional Lease-Purchase Agreements Principal and Interest to Maturity	Sinking Fund Payments Investment Interest Refunds to S. R. D.	
Pinellas and Manatee	Lower Tampa Bay	9-1-51	\$ 10,475,716.53	\$	\$ 3,021,483.73	\$ 7,454,234.80	\$	\$ 7,456,740.16	\$ (2,505.36)
Pinellas	Bayway	6-1-60	31,245,972.22		882,693.34	30,363,278.88		30,395,944.08	(32,665.20)
Pinellas	Bayway—Refinanced	6-1-65					32,135,592.50	2,155,953.38	29,979,639.12
Polk	Roads	7-1-59	14,609,926.99		10,790,152.49	3,819,774.50		3,838,138.75	(18,364.25)
Polk	Refunding	7-1-64		16,280,045.00	1,762,699.67	14,517,345.33		1,081,314.59	13,436,030.74
Putnam	Roads	9-1-63	3,989,033.42		145,078.22	3,843,955.20		136,072.33	3,707,882.87
St. Johns—City of St. Augustine	Bridge of Lions	1-1-45	270,321.59		87,453.98	182,867.61		82,131.89	100,735.72
St. Johns	Roads—U.S. 1	5-1-54	4,992,385.00		172,531.95	4,819,853.05		179,061.10	4,640,791.95
St. Lucie	Roads	2-1-58	889,724.26		81,028.66	808,695.60		84,292.46	724,403.14
Santa Rosa	Roads	7-1-59	1,034,979.50		106,647.29	948,332.21		109,345.18	838,987.03
Santa Rosa	Bridges	7-1-58	2,871,174.51		127,691.98	2,743,482.53		129,974.75	2,613,507.78
Santa Rosa	Roads	5-1-62	1,212,995.14		62,362.50	1,150,632.64		65,769.13	1,084,863.51
Sarasota	Roads	10-1-59	3,967,639.73		156,174.65	3,811,465.08		148,767.09	3,662,697.99
Seminole	Roads	10-1-58	566,654.09		144,334.49	422,319.60		129,138.32	293,181.28
Sumter	Roads	8-1-62	1,874,472.78		84,434.85	1,790,037.93		85,420.04	1,704,617.89
Taylor	Roads	8-1-58	394,693.82		146,159.52	248,534.30		120,449.86	128,084.44
Union	Roads	11-1-54	(38,256.71)		(38,256.71)				
Union	Roads	10-1-58		1,837,865.00	125,302.43	1,712,562.57		60,751.89	1,651,810.68
Volusia	New Smyrna Beach Bridge	4-1-60	764,093.50		42,651.00	721,442.50		42,995.50	678,447.00
Volusia	Ormond Beach Bridge	5-1-52	470,000.00		30,000.00	440,000.00		30,000.00	410,000.00
East Volusia	Roads—U.S. 1	5-1-54	10,074,732.24		424,705.06	9,650,027.18		434,070.40	9,215,956.78
Volusia	Roads	7-1-59	1,397,015.62		212,163.75	1,184,851.87		205,879.73	978,972.14
Volusia	Roads and Bridges	7-1-64					2,235,375.00	85,870.00	2,149,505.00
Walton	Roads	8-1-58	379,233.53		83,709.13	295,524.40		75,504.10	220,020.30
State Road Department	Office Building	10-1-64		3,807,000.00	179,519.53	3,627,480.47		335,721.04	3,291,759.43
Total Primary, 80% Secondary Surplus Gas Tax and Toll			\$398,021,338.61	\$349,092,840.00	\$161,844,314.11	\$585,269,864.50	\$ 96,273,593.75	\$ 82,052,127.83	\$599,491,330.42

Statement of Road and Bridge Lease-Purchase Agreements  
Secondary 20% Surplus Gas Tax and Toll Participation Issues  
July 1, 1964 To June 30, 1966

Brevard	Canaveral Causeway	11-1-61	\$ 8,138,168.22	\$	\$ 398,588.49	\$ 7,739,579.73	\$	\$ 489,134.78	\$ 7,250,444.95
Broward	Roads	8-1-62	3,588,571.47		135,186.06	3,453,385.41		128,478.75	3,324,906.66
Clay	Roads	2-1-66						33,042.84	(33,042.84)
Martin	Roads	12-1-61	920,487.46		22,438.92	898,048.54		28,589.58	869,458.96
Nassau	Roads	2-1-64	111,275.23		23,253.08	88,022.17		28,034.67	59,987.56
St. Lucie	Roads	2-1-62	336,104.20		36,425.92	299,678.28		32,137.19	267,541.09
Sarasota	Bridges	10-1-63	825,489.42		41,640.75	783,848.67		31,768.67	752,080.00
Total Secondary 20% Surplus Gas Tax and Toll			\$ 13,920,096.02	\$	\$ 657,533.22	\$ 13,262,562.80	\$	\$ 77,186.48	\$ 12,491,376.32
Total Lease-Purchase Agreements			\$411,941,434.63	\$349,092,840.00	\$162,501,847.33	\$598,532,427.30	\$ 96,273,593.75	\$ 82,823,314.31	\$611,982,706.74